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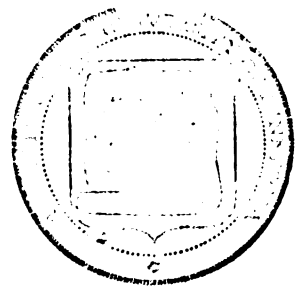

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Navy & Army Illustrated

(PUBLISHED WEEKLY).

A

PICTORIAL RECORD OF THE WORLD'S NEWS.

EDITED BY

Commander CHARLES N. ROBINSON, R.N.

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REAR-ADMIRAL G. L. ATKINSON-WILLES.

SECOND IN COMMAND OF THE HOME SQUADRON.

An officer of much experience is Rear-Admiral Atkinson-Willes, who, it is understood, will presently succeed to the Australian command. He served in the Abyssinian Expedition of 1868 as a sub-lieutenant, and was mentioned in despatches and promoted. He was appointed Commodore of the Training Squadron in 1895, and in his present capacity had his flag in the "Resolution" at the Coronation Review.

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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

The Theory of Naval Defence.

WHEN we discussed a few weeks ago the Australian desire for a Naval force that should confine its operations to Australian waters, we said that, so far as we could judge, this erroneous view of the necessities of Imperial Defence was not shared by any large body of our fellow-subjects at the Antipodes. It was, therefore, with something of a shock that we read the speech made just before he started on his return home by Sir John Forrest, the Minister of Defence in the Australian Commonwealth Cabinet. From a politician holding a post of such enormous importance and responsibility one would expect sound opinions. Unfortunately we cannot regard as anything but unsound Sir John Forrest's remark that "in regard to defence Australia was quite able to take care of herself." It shows, as the *Times* pointed out at the moment, that there is a danger to the future of Australia in the over-confidence of Australian people in their own powers, and in the lack of knowledge they sometimes display as to the state of things in other parts of the Empire and of the world. If, wrote the *Times*, the British Navy no longer held the command of the seas, and the peace of the world were broken, the illusion that Australia is quite able to take care of herself might be rudely shattered by invaders, who would deal with Sydney and Melbourne as Napoleon dealt with Hamburg.

We cannot, however, complain very much that an Australian statesman should fail to grasp the theory of Naval Defence when we find the British statesman who holds the office of Minister for War giving expression to views that betray an equal confusion of mind upon this momentous subject. Shortly before the House of Commons adjourned in August, Mr. Brodrick, in the course of a general discussion upon Naval and Military matters, showed that he was still under the influence of those mistaken theories of defence which we have so often had to combat in these pages. Speaking about measures that in his opinion were necessary for home defence, he said that "our duty was to consider the possibility of temporary failure of the Navy to keep the Channel clear, and in that possibility to have means of defence." In other words, his position was: "Let us not allow the possible action of the Navy to absolve us from the duty of providing for home defence." What possible means of home defence could we rely upon if the Navy were no longer to be counted upon as a protection for our shores? We might have a land force of enormous size in perfect training for warlike operations. We might plant all round our coasts batteries armed with the most powerful guns and served by the most expert gunners. But if ever the Navy lost the command of the seas, these would avail us nothing. There would be no need for hostile fleets even to come within range of our land batteries. In a very few weeks the cutting off of our food supplies would starve us into accepting any terms that might be imposed upon us.

Mr. Brodrick and Sir John Forrest both make the same mistake. They argue as if the influence of sea-power were merely felt in those waters where that power happens to be for the moment in evidence. What they do not realise is that, more than ever in these days of high-speed war-ships, the very existence of a powerful Fleet is a protection to every part of our scattered dominions. Australia is not protected by the few ships that are kept in Australian waters, but by the strength of the entire British Navy all over the world. The coasts of Great Britain are not left unprotected when the Channel Fleet does not happen to be actually in the Channel; they are secure from attack so long as a strong Naval force is known to be within striking distance. It is, of course, advisable to have a squadron always cruising in home waters, to reassure nervous people, if for no other reason. That is why the Admiralty has been reorganising what is now to be called the Home Fleet, which will at first consist chiefly of the port and coast guard-ships, and will eventually include all the seven battle-ships of the "Royal Sovereign" class, as they are replaced in the Mediterranean by vessels of a newer type. But no one supposes that we shall rely for home defence solely upon the Home Fleet. Our trust is in the power of the Navy as a whole.

Let us suppose for a moment with Mr. Brodrick a case of "temporary failure of the Navy to keep the Channel clear." No enemy would be foolish enough to undertake an invasion of British territory so long as he ran the risk of having his communications cut off by the arrival of a British fleet. This was partly Von Moltke's meaning when he said that the German War Office possessed a great many plans for landing an army in Great Britain, but that no one had ever proposed a workable plan for getting such an army out again. While our fleets are unbeaten, and capable of striking a severe blow at short notice in any part of the world, there is no danger of a sudden attack upon any point in the Empire. If ever our Navy were to be rendered incapable of delivering such a blow, the game would be up. The British Empire would have to close its shutters, and the British Flag could only fly by the courtesy or complaisance of the other Great Powers.

What is known as the theory of a "fleet in being" has had much ridicule poured upon it, and is even held by some authorities to be delusive and dangerous. "A 'fleet in being,'" they say, "means nothing more than a fleet. It is merely a term invented by would-be experts to mystify the public and make their words seem wiser than they are." In reality, the theory of a "fleet in being" is the theory that we have been expounding. It means simply this: That so long as a fleet capable of action exists in any part of the world, it must be counted as a factor in operations at sea wherever they may be undertaken. Coast-lines are not defended by the actual force of war vessels which keeps within sight of them, but by the knowledge in the minds of possible enemies that the whole might of a Navy could within a short time be concentrated upon any point where an attack might be made. If the huge continent of Australia is anxious to be able to take care of herself without the assistance of the Imperial Navy, then she must at once set about creating a Navy almost equally as strong. If our Military authorities do not consider that the Navy is a line of defence sufficiently strong to ward off the possibility of invasion, then they must produce a plan for preventing us from being invaded or starved out by some other means.

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THE BRITISH WEST AFRICAN GARRISONS.

By F. W. E.

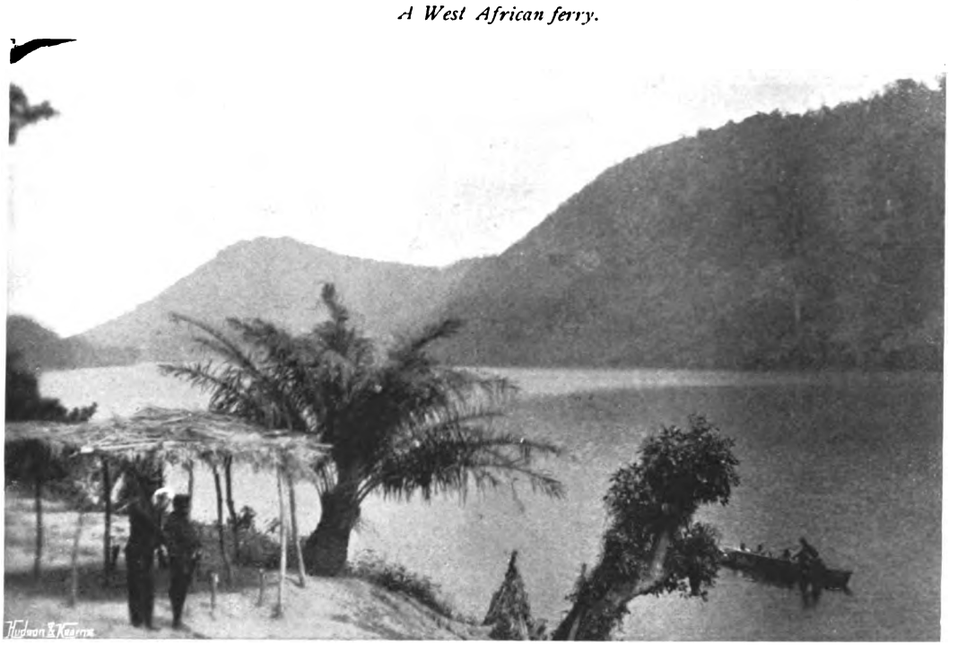
GENERAL KEMBALL, Inspector-General of the West African Frontier Force, has just returned to England on the conclusion of a tour of inspection in British West Africa. During the tour, which lasted over six months, General Kemball and Major Bryan, his staff officer, accomplished over 2,000 miles of actual marching and river travel in the Gambia, Gold Coast, and Sierra Leone. The vast regions of Northern and Southern Nigeria were not visited, this being reserved for the next tour, at the end of the present year. The furthest point reached in the interior was Gambaga, the headquarters of the Northern Territories, 500 miles from the coast. After passing through the Gold Coast and Ashanti, the journey was continued north from Kumasi to the Northern Territories, and the dense Ashanti jungle gave place to more open country. The Black Volta was crossed near the post of Kintampo. The picture of the group in the bush shows some of the carriers emerging from the single file track through the long grass, which is 10-ft. high, and crossing a rocky clearing at the edge of a marsh. Both in the Northern Territories and in Ashanti roads are under construction. A noteworthy feature in the Northern Territories is the road known as the Northcott Road—made by the late Colonel Northcott—from Gambaga to the White Volta, 50 miles long and 25-ft. wide.

A hundred miles north of the Northern Territories boundary is the cantonment of Bole, situated in the western portion of the territories and forty miles from the Anglo-French frontier. This place was formerly occupied by the notorious Samory, and was the scene of some stiff fights. Even now skulls and bones of Samory's victims are to be met with in the long grass around the village. It now has about 200 inhabitants, and is garrisoned by the West African Frontier Force. In the picture a sentry is seen on duty outside the guard-room, while overhead the British flag is flying. After leaving Bole, the most northerly outposts were visited, and a circuit was then made to Gambaga, the headquarters. Then was crossed the eastern branch of the Volta, now known as the White Volta.

In wet weather the water rises 20-ft. or 30-ft. to the top of the banks, and the river is transformed into a swift, rushing stream. In the snap-shot we reproduce the carriers have just laid down their loads, while some of the men have been sent in to ascertain the depth of the water and the position of the ford. This having been accomplished, a rope is stretched between the two banks—for the current is very strong, and even with the rope it is often difficult for the men to maintain their footing—and the officers strip and swim across, their clothes and baggage being taken over on the heads of the carriers. From the left bank of the White Volta extends a great

ESCORT CROSSING THE WHITE VOLTA NEAR GAMBAGA.

A West African ferry.



A "PREVENTIVE POST" AND PATROL CANOE ON THE VOLTA.

To keep down smuggling of arms.

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THE CANTONMENTS AT BOLE (NORTHERN TERRITORIES).

A post on the Anglo-French Frontier.

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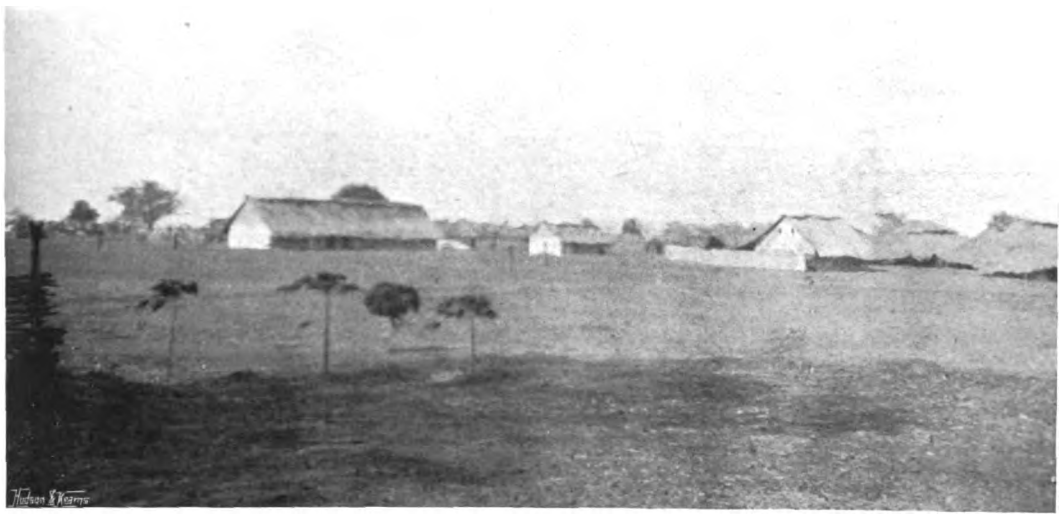

THE BRITISH OUTPOST OF GAMBAGA.
The headquarters of the Northern Territories.

A HALT IN THE BUSH.
In the Northern Territories.

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ON THE ANGLO-GERMAN FRONTIER.
A canoe with carriers navigating the rapids on the Volta.

swamp, the home of numerous hippos, and this leads to the Northcott road, which runs to Gambaga. This most remote part was reached shortly before Christmas. The place is held by a strong garrison under Colonel Morris and a number of white officers.

The region round Gambaga is much more healthy than the other portions of the Gold Coast, the country being more open and affording greater opportunities for sport. Horses can be used here, which is not the case in districts further south, where horse sickness is rife and the animals seldom live more than a year. In the countries further to the north in the possession of the French the climate is even better suited to horses, and the tribes have a large number of ponies averaging 13½-hands. The illustration shows some of the military buildings, including the guard-room and store. Everything was quiet in the Northern Territories, and prospectors were at work in certain districts. In the extreme north there had been some trouble with the wild tribesmen, who had been interfering with the traders, and against whom an expedition was in contemplation. These wild people, who are known as the Tianses, are nominally under the British flag, but have never been brought to acknowledge our rule. They claim to be able to put 4,000 men into the field, armed with guns and poisoned spears and arrows. They live in strong circular towers having fortified walls, and each man carries a quiver containing from sixty to 100 arrows.

The return journey from Gambaga was made by the southerly route through Salaga (formerly known as the Neutral Zone), a district which is now being partitioned by an Anglo-German boundary commission. After passing through this country the tour was continued by means of canoes down the main Volta. For 250 miles this river presents some of the finest scenery in Africa. The banks are well wooded, and there are numerous rapids. For a considerable portion of its course it forms the boundary between the Gold Coast and the German colony of Togo. The German bank is clearly shown in the picture, together with one of General Kemball's canoes negotiating a rapid. Hippos abound in the reaches here, but are harmless unless wounded. Alligators may be seen sunning themselves on the banks, especially in the lower river. In the dry season the rapids are not as a rule very dangerous to life, but canoes are frequently upset and their contents spoiled. When in flood the water rises so much that the rapids disappear.

The last illustration shows a "preventive post" on the lower Volta, established for the prevention of smuggling of arms and ammunition. River police, mostly Fantees, dressed as sailors, patrol the river in very fast canoes and arrest smugglers. One of these canoes is seen under the bank. In the scanty shelter a sentry is posted ready to warn the canoe men—who are always ready to turn out—of the presence of any suspicious craft. Outside the post a native officer is standing discussing the situation with the sentry.

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TENT-PEGGING.

ROUND THE MILITARY CLUBS.

What Soldiers are Thinking, Saying, and Doing.

By RANGE-FINDER.

SWORD *v.* LANCE

EVER since the birth of the Educational Committee we have been hearing of nothing but the educational shortcomings of the officers of the Army and of their inefficient training. But, in my opinion, the Educational Committee, in its cumbrous course of heavy examination of individuals connected with the Army, has blundered along without finding the seat of the sore; it condemns the system, root and core, but it does not show a clear road out of the alleged difficulties. In my opinion, put forward in all humility, what is wanted in military education is not so much a higher education in the theory of war, but a simple form of instruction to juniors, which will be easily intelligible and as such interesting. The drill sergeant, excellent fellow in every way that he is, should be an instructor, not a machine made for the repetition of drill-book clauses, and the hurling of them at the head of untutored minds. I witnessed only a few days ago the instruction of some recruits upon a barrack square. The first duty of the drill instructor was to teach the men how to stand, and he quoted paragraph after paragraph of some treatise on drill with the greatest volubility, hurling it at the heads of the recruits. It was a very creditable exhibition of memory on the part of the drill sergeant, but there was nothing that showed him to be a capable instructor, no practical illustration, which must be of more value to the recruit than a long lecture couched in language for the most part unintelligible. I ask you what average recruit in our Army can know anything about an angle of 45-deg., or appreciate the niceties between "vertical," "horizontal," or "perpendicular"—all words which are hurled upon him during his first instruction? My idea for the training of the illiterate recruit would be to leave out all the drill-book patter and to take the man and show him what was expected of him, and by practical illustration of the evils attending a wrong position make clear to him the advantages of the right methods; but why time should be wasted to show a man how to pick up a broom handle I never could understand or conceive.

Officers' time is wasted in a similar manner. The other day I was present at the instruction given to some officers of our newest arm of the Service, the Imperial Yeomanry. It struck me that the parade was ordered not so much with the object of imparting valuable knowledge to the yeoman officers, as to give the adjutant instructor an opportunity of quoting the drill book extensively. Now the time that the majority of Yeomanry officers are able to give up to their military obligations is limited; therefore, when the adjutant can get them together, one would think that he would take the opportunity of cramming them with useful work. Instead of this, I witnessed ten officers wasting two hours in learning how to hold a sword—a weapon which they will not be allowed to carry if required to go upon active service—"back of the hand turned out," "point of the sword two inches above" or "below," or whatever it was. Simply an iniquitous waste of valuable time!

An impression seems to prevail that without all this objectless grind it would be impossible to maintain the discipline of the Army. This, of course, is worse than absurd. Look at the football or cricket field; the players there have to observe, and do observe, the most ungrudging discipline. The nod of the captain is law. Yet to attain this state of perfection it was never necessary to do more than make it clear to the players that the object of discipline was the common weal. I feel positive that you will get more discipline out of the men whom you lead and instruct by the eye rather than by the ear, than out of the men whom you weary and worry with uninteresting and often unintelligible formula.

I quite agree with so many of our leading soldiers, that "the hunter's instinct" is the best attribute that the young officer can cultivate—that it is the training which will stand him in the best stead when it comes to soldiering in real earnest. Let me quote in support of my theory from the opinions of one of the best Artillery seniors that we had in South Africa: "By sportsmen I don't mean men who devote themselves to racing, covert shooting, coursing, partridge and grouse driving exclusively, as all these amusements are classified by the sporting papers under the heading 'Sport.' I mean men who can ride well to hounds; can get a first spear at pig; can find and shoot the two or three coveys of partridges on a rough cheap shooting of 5,000 acres, and make a good mixed bag as well; can find and stalk a stag; kill a salmon without a gillie; stalk and kill a chalk stream trout; captain a cricket, polo, or football team successively. These are the men who possess the hunter's instinct, and who are therefore natural soldiers, as the best of Boers are." While, of course, hunting—riding to hounds—stands out pre-eminently as a military training, the poorer the man the better the training, since a poor man knows well enough, if he is to continue to hunt his animal, he will have to ride cunningly and nurse it. A season or two of riding cunningly provides a horseman with a second nature; however well he is mounted, whatever the possibilities of changing his animals may be, he will be careful, as if by instinct, never to make too much use of the animal he is riding. It would hurt him to do so. What more valuable lesson can a mounted soldier learn! It is a noticeable fact that the most successful and best of our mounted infantry leaders in South Africa were men who as peace soldiers have been pre-eminently possessed of the hunter's instinct. One has only to quote such names as poor Le Gallais, Benson, and Legge among those who have paid the penalty of a soldier's commission; while of the living there are Alderson, De Lisle, Plumer, Bertie Firman, Beatson, Gough, Haig, and many others who are possessed of the "hunter's instinct" to the fullest degree. If Lord Kitchener had possessed this attribute, we should never have witnessed the purely heroic tactics which he put into effect at Paardeberg on that fateful Sunday, February 18, 1900.

Mr. Brodrick, Lord Roberts, Sir John French, Sir Ian Hamilton, and Colonel Sclater all went over to Germany to be present at the big Kaiser Manœuvres between Posen and Frankfurt-on-the-Oder. What may have taken Mr. Brodrick over, except the wish for a holiday, I do not know; but Sir John French has, of course, studied the cavalry, General Ian Hamilton the infantry, and Colonel Sclater the artillery. In my opinion the visit was not made at the practical period of the German training. There is not much to be learned from a tactical display when the Kaiser places himself at the head of a division of cavalry and charges down a valley upon the massed batteries of an opposing army, when all the umpires have to agree that this imposing charge would have rolled the batteries out as flat as pancakes, would have swept an army corps into perdition, and proved the Kaiser to be the first soldier in the world. The practical work of the German Army has, of course, been taking place for weeks before this, especially in the brigade and divisional manœuvres. But what our distinguished generals will have seen, and what will have pleased them greatly, will be the handling of large bodies of men in a comparatively small

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area. Lord Roberts has commanded the largest British Army that has ever taken the field; but he was called upon to exercise this command in a country in extent as large as the central portions of Europe. Here he will have seen a force of men, practically of equal strength with the force which he commanded in South Africa, manipulated in a space about equal to one of our biggest counties in England—of a truth an economical study of some instructive significance, if practically valueless from the tactician's point of view.

THE ALL-IRELAND ARMY RIFLE MEETING.

[SECOND NOTICE.]

WE are pleased to be able to recur to this interesting and important meeting, of which a preliminary notice appeared in last week's issue of NAVY AND ARMY ILLUSTRATED, and we reproduce herewith pictures of two more trophies in leading competitions.

The Queen Victoria Cup was the prize in a quick-firing competition in which an unlimited amount of ammunition was allowed. In his speech at the close of the meeting the Duke of Connaught pointed out that this and similar snap-shooting and vanishing-target competitions were in strict accord with our recent experience in South Africa. Lord Kitchener had remarked to the Duke that our men at the front were slow, when they had a target offered them—which did not often occur—in putting in a hot magazine fire. They did not avail themselves to the extent they should have done of fleeting opportunities, and it was to be hoped that the new competitions would assist in this direction. It will be remembered that Lord Roberts also spoke warmly at Bisley of the latter-day importance of snap-shooting, and it is not surprising that such practical hints, coming from such sources, should have been taken to mind by the practical soldiers by whom the All-Ireland Rifle Meeting of the year was "stage-managed."

THE QUEEN VICTORIA CUP.

Won by the 6th Provisional Battalion, Fermoy.

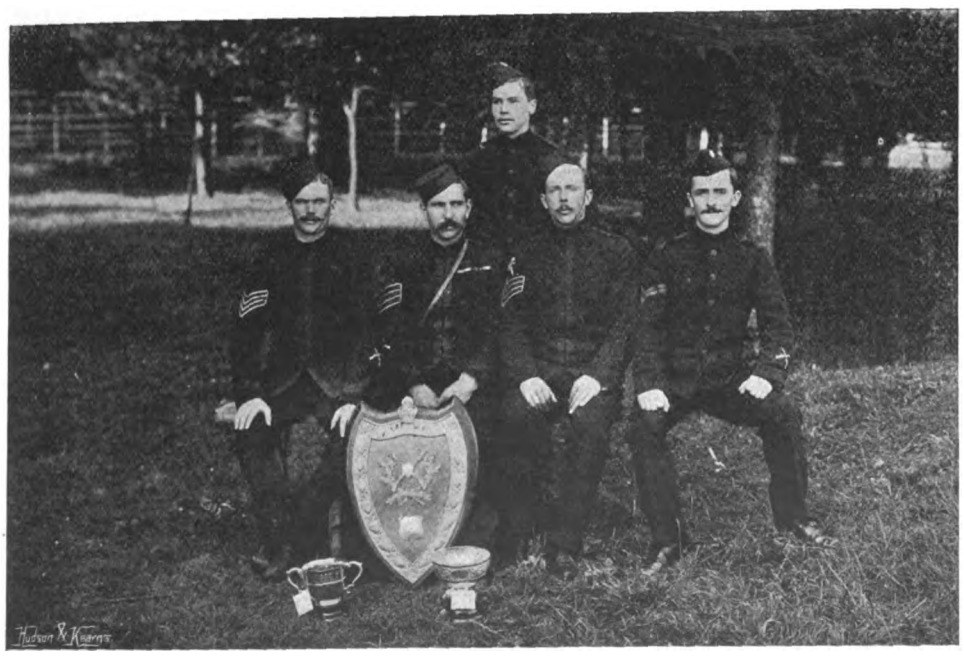
Messrs. Mappin and Webb are well known as generous donors of beautiful trophies in which the art and skill of the modern silversmith are admirably demonstrated. Their Challenge Shield on this occasion was won by the 13th Provisional Battalion stationed at Dublin. This battalion came second in the contest for the Duke of Connaught's Cup, and its team of sergeants carried off the Sergeants' Cup in a competition open to teams of six of any sergeants' mess in Ireland.

Another and a very sensible feature of the All-Ireland Meeting was the Judging Distance Competition, which was limited to one team per unit, teams consisting of ten rank and file—not more than two of whom were lance-corporals—under a non-commissioned officer who also judged. In future years this competition, the Duke of Connaught said, would probably be made more interesting, but, in its barest outline, it is one to which very real significance is attached. Although the flatness of the trajectory of the Lee-Enfield, and the conditions of modern fighting generally, have somewhat modified the lines upon which instruction in judging distance should be carried out, its real importance remains much the same, and in some directions has been increased. The tendency of the modern training of the soldier is towards the encouragement of more marked individuality, and occasions will gradually become more frequent on which the individual private will have to think and act for himself. Under the section system he may be able to rely, in the matter of distance judging, upon the section leader, but it is far better that he should be himself fairly proficient in this important study.

The prizes at the All-Ireland Rifle Meeting were presented by the Duchess of Connaught. As has been already mentioned, the Duke made an interesting speech, and spoke warmly of the good services rendered by the working committee. The honorary secretary of the meeting, it should be mentioned, was Captain H. C. Metcalfe, Northampton Regiment, who is District Inspector of Musketry for the 3rd Army Corps.

What will probably not fail to strike even the casual observer is the circumstance that such a genuinely successful meeting as the one under allusion should have been possible at the close of a long war, and at a time when the great bulk of our Army is still abroad. A glance at the Army List will show that the number of complete Regular regiments and battalions now stationed in Ireland is very small. As a matter of fact, the only cavalry regiment is the 21st Lancers, and the only Line infantry battalions, the 3rd Worcester, 1st Yorkshire Light Infantry, and 4th Manchester, in the Cork District, the 2nd Liverpools at the Curragh, and the 4th Northumberland Fusiliers and 4th Royal Warwickshire in the Dublin District. There were represented at the meeting also several Provisional battalions, and in each district there are "details" and, in the Cork District and at the Curragh, various reserve squadrons. But, of course, the establishment of Regular troops is not normal, or anything like it.

The greater cause for satisfaction is there that, from such a sparse garrison, some 4,000 entries should have resulted, and an excellent all-round average of shooting have been recorded. It is also permissible to hope that in future years, when the 3rd Army Corps shall have developed a little more flesh—for it is not much more than a skeleton at present—the All-Ireland Rifle Meeting will attain a notable standard of prosperity and usefulness.



Photos. Copyright. *Charleton, Newport.*

ANOTHER PROVISIONAL BATTALION WIN.

The Challenge Shield presented by Messrs. Mappin and Webb.

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ESQUIMALT HARBOUR.

GOVERNOR S HOUSE, BERMUDA

BRITAIN BEYOND THE SEAS.

A WEEKLY STUDY OF COLONIAL NAVAL AND MILITARY INTERESTS.

By IMPERIALIST.

LAST week we dealt at some length with Sir Wilfrid Laurier's visit to France, and this week it seems particularly appropriate to make reference to another Colonial statesman's extension of what may be termed his "Coronation tour." Of course there is no special analogy between Sir Wilfrid Laurier's intermediate trip to the land of his ancestors and that of Sir Edmund Barton to Canada. But in both cases, apart from a pleasing sufficiency of cautious utterance, accompanied by gratifying expressions of loyalty to the Imperial Idea, there has been a distinct tendency to speak with rather more freedom than was used before audiences in the Motherland. This fact naturally renders the opinions expressed all the more valuable, and we shall not therefore be blamed if we take the opportunity of Sir Edmund Barton's visit to Canada for making, ourselves, a few plain-spoken remarks on a point which appears to have been forcibly dealt with by the shrewd and capable Prime Minister of the Australian Commonwealth.

Sir Edmund Barton is reported to have discussed the relation of Colonials to Imperial politics, and to have pointed out that when, twenty years hence, self-governing colonies have the same population as Great Britain, "they will not submit to have their destinies controlled by the people of Great Britain without having any voice in the matter." Looked at casually, that is a proposition which seems almost beyond the reach of argument, at any rate of useful argument. A good deal may happen besides increase of population in twenty years, and it might even be hinted that such a monitorial suggestion, coming from the Premier of a Commonwealth only formed the other day, and addressed to an audience in what has been a Dominion since 1867, was not quite in accord with the eternal fitness of things. Delighted as Canada has been to welcome such distinguished guests as Sir Edmund Barton and Sir John Forrest, she should hardly need to be instructed by Australia as to the relation of Colonials to Imperial politics.

But, rather unnecessary as Sir Edmund Barton's discussion of this subject may seem in such circumstances to have been, we must not forget that he voices the opinions of, at any rate, a great many Australians as to the future relations between them and the Motherland, and that in his guarded allusion to a fairly remote future he indicates some aspirations which have already taken distinct shape. The War and the Coronation have combined to make Australians very much more self-assertive than they were four or five years ago, and they must not be surprised if the pendulum of home opinion now begins to swing in a direction in which gratitude for help rendered and frank hospitality on family grounds are less conspicuous than certain other sentiments. To speak plainly, Australia, though, indeed, sound at heart and full of a lusty vigour of which the whole Empire is justly proud, is somewhat at fault in her present attitude. Most of all is she mistaken in supposing that crude imaginings, coupled with rather distorted statements of the present condition of things, will eventually do much to alter opinion in this country, or even in a sister colony like Canada, which has solved her own problems in her own way, and is at present in a position which Australia cannot hope to reach for some years to come.

It may be said that these questions are not primarily of Naval or Military interest, and are, consequently, not suitable for treatment in these notes. But a little reflection will show that this is a very narrow-minded and, indeed, ignorant view to take of the matter. After all, what is absolutely the most important factor in the sum of our relations with the Colonies at the present moment? What can it be which Australians, in particular, must have in their hands when they talk about future unwillingness to have their destinies controlled "without having a voice in the matter"? It cannot be local administration, for that they have in their hands already to an extent which renders the "control" of the Colonial Office almost insignificant. It cannot be the question of Customs dues, since the Colonial Conference has apparently arrived at a fair understanding as to preferential tariffs. Surely it is, in one shape or another, the great argument of Imperial Defence, in the settlement of which Australia wishes very naturally to have a voice, but in regard to which she is beginning to raise her voice a little more loudly than the circumstances seem to warrant.

With all possible respect for healthy ambitions, we feel certain that the only safe way lies between the two extremes which are at present indicated in the prevailing Australian schools of thought. There is something to be said for the maintenance of Colonial Navies on the distinct understanding that, in certain contingencies, a proportion of them would be available for purely Imperial service under Admiralty control. But an Australian Navy liable to assert itself to the prejudice of the world's peace by demonstrations against, say, French or German interests in New Caledonia or Samoa, would, as we have tried before to show, be an objectionable institution from an Imperial standpoint. On the other hand, it might be almost equally inconvenient for the Motherland to permit Australia to have much more voice in Imperial matters than she has now, even if she consented, in consideration of being more closely represented in Imperial councils, to make yet more liberal contributions to Imperial Defence.

What is there radically wrong, or hopelessly unfair, in the existing relations between Australia and the Mother Country, and why seek to disturb them by forecasting what may or may not happen twenty years hence? First let us take the grievance of controlled destinies. Surely it is largely because in the past we have controlled their destinies that Canada and Australia are what they are. No doubt the Canadians and Australians have in recent times done nearly everything to help themselves; but history is history, and the Mother Country's old books show some pretty heavy expenditure in blood and treasure both in Canada and at the Antipodes for which she has only lately received an adequate return in the shape of interest. But apart from such, perhaps unworthy, reminders, Australia is surely mistaken in supposing that the Motherland wishes to control her destinies or her progress in any direction in which she can usefully travel on her own account. All our Colonial history indicates the opposite. The tendency is to foster self-government as soon as capacity for it is indicated, and it is really only in the matter of Imperial Defence that we presume to do much more than make suggestions to the great self-governing Colonies.

A good deal of misconception would be avoided in regard to this subject if we all kept a little more clearly in view the relative positions of the Colonies as judged from the standpoint not of their own more or less healthy ambitions, but from that of matured and calm extra-Imperial judgment. Probably a level-headed and well-read foreigner would discuss the matter in some such terms as these. He would look at Canada first, and say that, to all intents and purposes, she is Great Britain's eldest daughter, a daughter of whom some apprehensions have arisen lest she should marry and

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set up an altogether separate establishment. Putting that risk aside, she is fully grown, earns her own living, has gained the respect of the world at large, and is entitled to take the lead of the Colonies in any Imperial Conference. In perfect keeping with her position is her attitude, full of dignity and self-restraint. Rather more reserved at times than the Mother Country would like to see her, she is still a model eldest daughter, and a shining example of the British Colony which has "arrived."

Altogether different must seem to the foreigner the position of South Africa, a younger son of much promise, with, however, an inclination to keep doubtful company, and an objectionable belief in the omnipotence of gold. A singular object-lesson in Colonial growths will probably have been afforded in a few years' time by South Africa, which will then, conceivably, be asking either to have a Navy of its own, or to be allowed to assist the Foreign Office in dealing with the Sultan of Turkey. In the meantime the English, Scottish, and Irish taxpayer will have laboriously paid off the £200,000,000 which it cost them to put South Africa in a position to discuss seriously the question of having its own ships to play with, or of helping the poor dear old Motherland to "keep its end up" in Europe.

Australia, in the intelligent foreigner's mind, must come somewhere between Canada and South Africa, although its lung-power gives it, at times, a fictitious superiority to the former, and its inherent weaknesses render it less capable of swift and substantial progress than the latter. A short time back there appeared in the *Times* a large type letter signed "Red Light" and headed "Australian Danger Signals," in which some home truths are put forward which read curiously in the light of up-to-date Australian opinion. A gloomy picture is drawn of certain very serious drawbacks to local prosperity, and a severe blow dealt at the "excessive self-confidence which drags across the trail of rational Imperialism wholly impracticable schemes for a national Australian Navy, a self-contained system of defence and such-like," to the detriment of real progress and genuine economy. Foreigners take heed of frank statements of this sort, and it might be to our and to Australia's advantage if we did likewise.

"THE DAWN OF AUSTRALIA."

IT is fitting that in the year of the Coronation a picture depicting the finding of one of the richest gems in the Empire's crown should be painted; and it is yet more fitting that the painter should be an Australian.

The discoverer, Captain (then Lieutenant) Cook, lit upon the land almost by accident. The expedition in the "Endeavour" was fitted out ostensibly for astronomical observations, which were to have taken place from some Pacific island. On the morning of April 19, 1770, the coast of Australia was sighted, and on April 28 the landing was effected in the now famous Botany Bay. In his "Journal" Captain Cook says: "Immediately after this we landed, which we had no sooner done than they throw'd two darts at us; this obliged me to fire a third shott, soon after which they both made off, but not in such haste but what we might have taken one; but Mr. Banks being of opinion the darts were poisoned made me cautious how I advanced."

The Mr. Banks mentioned afterwards became Sir John Banks, and was the home authority on matters Australian. It has long been recognised that Cook was not the first Englishman in Australia, Dampier, the buccaneer who, returning from the West Indies, stayed on the Western Coast for some time, having the best claim to the title. But Cook helped the Government to realise what the new-found land might be used for, a thing Dampier was hardly in the position to do.

Mr. E. Phillips Fox, the painter of the picture, is much to be congratulated on his success. He has selected a scheme of rich colour, and the effect of afternoon sunlight, so characteristic of the Australian climate, gives a most appropriate significance to an event fraught with such historical importance to Australia. It is obvious that the author is well up in his subject, for he would be a captious critic who could find fault with the accuracy of the dresses and general air of the whole picture. In the attitude of the gallant Captain one is irresistibly reminded of his own words quoted above—"made me cautious how I advanced." There is a figure behind, that of Tupia, a Otaheite, who accompanied the expedition, that cannot fail to be remarked, if only from the significance of the proximity to the sailor carrying a red ensign, a little group, perhaps intentionally, perhaps accidentally, symbolic of the great Empire which was to spring from those little beginnings.

CAPTAIN COOK.
The statue in Sydney Harbour.

The photographs we are enabled to reproduce here are closely connected with this great picture. We regret that we are as yet unable to give a reproduction of the picture itself. Some future issue will perhaps see it, but for the present the pictures of Captain Cook's statue and a view of the historic landing-place may not be uninteresting.

The board which is seen in the middle of the lower picture is raised to the memory of one of the intrepid voyagers who was left behind when the "Endeavour" sailed back to England. The notice reads:

"Near this spot was interred, A.D. 1770, the body of Forley Sutherland, one of the crew of H.M.S. 'Endeavour,' and one of the faithful company who in that ship served under the great navigator, Captain Cook."

Those who attacked the expedition on its first landing were, it is to be supposed, the aborigines, *Negritos* or Austral Negroes, who are now dying out so fast, under that influence of modern civilisation which has succeeded in making of the aforetime heroic North American Indian a namby-pamby beggar. There are some things which might as well be left undone, and this is surely one of them. There is a great difference between the fine strapping figure of Tupia in the picture and the "black islander" of to-day. Degradation is writ large on every feature, and for that the white man is responsible.

The picture, which has been on exhibition lately, and has doubtless been seen by many of our readers, is destined for the National Gallery of Victoria. It is a striking piece of work, and one of the best things Mr. Fox has yet done.

Photos. Copyright. *G. A. King.*

AN HISTORIC SPOT.
Botany Bay, where Captain Cook landed in 1770.

Mr. Fox is a native of Melbourne, who studied in Victoria at the art schools of the National Gallery, whence he proceeded to Paris to the Beaux Arts. He has already been "hung" several times at the Salon. One of his pictures, "Ma Cousine," attracted a great deal of attention at the time it was on view at the Exhibition of Paintings by Australian Artists held at the Grafton Galleries. Mr. Fox has recently returned to the old country after a long stay in Melbourne.

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A DAY IN A WAR-SHIP.

WHEN does a day begin on board a man-of-war? At midnight, of course, you will say, like any other day. But the officer of the middle watch, who is looking forward to a good "snooze" between 4 a.m. and his breakfast, will not agree with you; though the officer of the morning watch, who comes up rubbing his eyes at four o'clock, is only too keenly conscious that *his* day has commenced, and a very long day it is. Astronomers, again, will persist on reckoning their days from noon to noon, regardless of the feelings of their fellow-creatures, because they find it handy, when they are sitting up all night, to "breakfast at five o'clock tea, and dine on the following day," like that renowned individual the Snark.

Jack does not, however, follow this slothful example; and his day may be said to commence about five o'clock in the morning, when the boatswain and his mates, or the more modern—and exasperating—buglers give him a gentle reminder to "show a leg." When you get out of an ordinary bed on shore your legs are the last part of you to appear; but in turning out of a hammock it is otherwise, hence the apt phrase "show a leg," sometimes supplemented by the words "for a purser's stocking." This is probably intended as a double sarcasm; the purser's stocking and the leg that it fits being assumed, quite gratuitously, to be alike wanting in symmetry. There is no time lost in the operation, and in a few seconds there is a very fine display of understandings; for to be "slack in turning out" is a recognised offence, for which a man may be sentenced to turn out an hour before his shipmates and stand yawning his very soul out under the eye of the officer of the watch with his hammock balanced on his shoulder.

The meal hours are the principal landmarks in the day afloat, as indeed they are on shore; the morning and evening inspections being important secondary events. Breakfast, of course, is horribly early, but there is a certain advantage about this, if we are to believe some cynical individuals who maintain that no one is fit to associate with his fellow-creatures until he has breakfasted—and not always even then! Be this as it may, our ship's company seems pretty sociable after the cocoa and bread or biscuit have been disposed of, slinging the water about the decks, and indulging in good-humoured chaff, sometimes not a little witty, while the boatswain, who makes a point of being more alive than the liveliest man in the ship for fear the commander should spot him, walks about barefooted, dispensing adjectives—laudatory and otherwise—broadcast.

By eight o'clock the decks are finished, and—sad decadence! a short "stand easy" ensues, instead of the time-honoured eight o'clock "evolution" aloft, pipes are lit, and the liberty men, who have been on shore for the night, are inspected as they arrive, and searched to see that they are not laden with any contraband—either in a fluid state under their jumpers, or in a more evanescent condition in their brains.

The officers breakfast at eight, and hurry up for a morning pipe before the bugle sounds "Clean guns." This after-breakfast smoke is a comparatively modern institution; not so many years ago it would have been considered outrageous for any officer to smoke before the men's dinner hour, at twelve o'clock. Now we may see our commander, pipe in mouth, standing somewhat aloof, his brow wrinkled with sundry small perplexities which he foresees during the day. To him enter the master-at-arms, revealing, with a deferential salute, the fact that John Smith has broken his leave again. The commander is somewhat abstracted, and not much interested in John Smith, who is very little good when he is on board.

"Ah, broken his leave—how?" "By staying on shore, sir." "Oh, very well—when?" "Since last night, sir." "Why?" "He sent off to say he had an accident, sir—got a scalp wound." "Scalp wound! where?" "On—on his head, sir!" Exit "Jaundy" as the master-at-arms is called, somewhat flabbergasted by the commander's interjectory queries, especially the last one.

However, routine, like time and tide, waits for no man; out go the pipes, including the commander's, as the bugler, with distended cheeks and starting eyeballs, sounds the call. Some buglers always look as if they were in imminent danger of bursting whenever they perform. Guns and

TOBACCO AND SOAP.

Issuing the materials for a wash and a smoke.

Photos. Copyright. "Navy & Army."

A TOILET AFTER COALING SHIP.

Shaving and hair-cutting in the open.

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arms are cleaned, and all the men come trooping to their stations for inspection, while the captain mounts the bridge, gravely responding to the salutes of the signal midshipman and his crew, who all immediately direct their glasses at the flag-ship for fear the captain should catch sight of some sign or signal before they do. An observant signalman knows nearly everything, and pretends that he knows all the rest.

Then there is drill, of course; there are the torpedo and gunnery lieutenants, note-book and pencil in hand, ready to monopolise as many men as they can get; and in these utopian days, be it said, they have rarely a quarrel with the commander, because he will not give them the men; formerly it was a constant source of friction and the cause of much vivid language, but now—with apologies to Lord Macaulay—"Now none are for a party, now all are for the State," that is to say, there being very little else to do except drill at the guns, or torpedo nets, or what not, the commander contents himself with a few Marines to clean the paintwork, etc.

Dinner at noon, and then more drill—with less energy than in the forenoon—evening inspection, tea, and supper, this last being an innovation, a recognition, that is to say, of the fact that between tea and bread at five o'clock, and breakfast twelve hours later, a man has time to get very empty, and so Jack now has supper by "Act of Parliament," which he used to get off his own bat.

Our illustrations show some incidents which are in the matter of routine, daily or otherwise. Fresh beef is served out nearly every day in harbour, being brought on board in hind and forequarters, and cut up by the butcher, under the superintendence of the ship's steward. If the ship is not alongside the dockyard, it has to be hoisted in, the butcher standing ready with a sack over his shoulders, so that the big lump of beef can be landed gently on his back and carried off to the "beef screen," where is a special sentry in charge to see that no one cuts off tit-bits on the sly. In the picture, the big forequarter is being weighed before being cut up. The ship's steward has a list of the messes, with the numbers in each, and apportions the meat accordingly, generally with great accuracy. The butcher in this case is a Marine, who stands ready with the chopper, the bearded Bluejacket beyond is the petty officer of the day, who has to attend all such functions. We see him and the ship's steward in peaked cap again busy issuing bread—

THE ROAST BEEF OF OLD ENGLAND.

Weighing the men's provisions before issue.

"soft tack," as it is still called, in contradistinction to "hard tack," or ship's biscuit.

A more interesting and rare occasion is the issuing of soap and tobacco, which have always been served out together; and in the "slop lists" of some years back they were "lumped" in one column with "religious books": maybe they are so still, as old customs die hard. The allowance of tobacco for each man is one pound per month, and he can have as much soap as he requires, being charged, of course, for both. The tobacco is being weighed out in the picture in two pound or one pound lots, it does not present a very attractive or manufactured appearance, being in fact merely the dried leaf, of a light brown colour, with stalks and veins left in. It requires somewhat special treatment to render it palatable, being first carefully picked, then damped, and the leaves laid together so as to form a roll like a double-ended cigar; finally it is covered with canvas, and tightly bound with spun yarn; a good deal of practice is necessary to make a thoroughly good job of it, and men vary very much in the way they do it. If really well made up and kept for a few months it is not bad, though decidedly strong. The scales in which the tobacco is being weighed are placed for convenience on the end of the "grog breaker," on which may be seen the inscription "God Save the King"; this is usually put also round the large tub in which the grog is mixed, the King's health being thus, by implication at least, drunk by every man who partakes of the grog.

Photos. Copyright. SOFT TACK FOR SEAMEN. *"Navy & Army."*

Serving out bread to the ship's company.

The other illustration plainly, by the complexions of some of the men, treats of the toilet after coaling ship; and it is not easy to imagine any circumstances under which a "toilet" is more necessary. Some of the men evidently deem it a good opportunity for the barber's services, perhaps with the idea that a good deal of coal dust will come off under the scissors and razor, which they would otherwise have to get off with soap. An interested audience, in various stages of blackness, watches the operations, some awaiting their turn.

A bout of coaling ship can scarcely be accepted as a pleasing variation from ordinary routine, though it is entered upon in a frolicsome spirit, and got through with amazing celerity and vigour. Routine, however, is apt to pall upon the fancy, and one day on board a war-ship is ordinarily so much like another that perhaps even coaling ship may be welcomed by many.

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THE 1st V.B. THE ROYAL FUSILIERS

(CITY OF LONDON REGIMENT).

IT will be of interest to many who are not acquainted with this regiment, and especially to the globe-scattered crowds of old Rugbeians, to be reminded that with the earliest history of the 1st Volunteer Battalion the Royal Fusiliers is intimately associated the name of Thomas Hughes, Q.C., the immortal author of "Tom Brown's School-days." The later members of the regiment, who inherit, as a matter of course, the sentiment of this association, may also be reminded that a statue of Judge Hughes has recently been erected on the lawn before the Art School at Rugby, from which station he will be able, as it were, to preside over the games and physical training of successive generations of Rugby boys in the busy Close behind the old School-house where he was educated.

The regiment in those days consisted of three companies, and Tom Hughes held the post of captain-commandant. In 1860, the regiment having meanwhile grown into a battalion of ten companies, Hughes was gazetted lieutenant-colonel and appointed to the command of the complete force. This he held for nine years, and then retired with the rank of honorary colonel.

The present honorary colonel is Major-General Sir Henry Trotter. He has occupied the position since 1898, when he succeeded the late Sir Daniel Lysons. Colonel A. J. Bolton, V.D., the officer in command, has served in the regiment for over forty years. He is a very popular officer, and has the distinction of being an exceedingly good shot. Lieutenant-Colonel Stallard, the second in command, joined the battalion in 1882, having previously served in the Cambridge University Rifles. The adjutant is Captain D. M. McLachlan, of the King's Own (Royal Lancaster Regiment), who has held his present post since February 1, 1898.

This battalion was the first to be supplied with a Government machine-gun. Although the grant was made as recently as the beginning of last year, the gun detachment has already achieved considerable success, a result in no small measure due to the zeal and ability displayed by its commanding officer, Lieutenant and Instructor of Musketry E. R. Davies.

The regiment, with its scarlet coats and imposing busbies, presents on parade a very smart appearance, which has recently been heightened by the addition to the head-dress of a white plume. This distinctive badge was adopted by all battalions of the Royal Fusiliers when their colonel-in-chief was recently created Prince of Wales.

The battalion last year had the honour of winning the Trotter Cup as the most efficient battalion in the West London Brigade, and it furnishes three officers to the brigade staff. These are Captain Willoughby (brigade cycling officer), Lieutenant Glover (brigade signalling officer), and Brigade Surgeon-Lieutenant-Colonel H. G. Thompson.

The strength on October 31 last was 1,106. This figure included 102 members who were serving in South Africa. It is a noteworthy fact that this battalion sends into the Regular Army an average number of about forty men annually. It is not, therefore, surprising that it sent for the late war no less than seven officers and 200 men to South Africa. One of the officers, Lieutenant W. Lyle, has since obtained a commission in the Lancashire Fusiliers.

The experiences of the sixty-four men and two officers serving with the 2nd Volunteer Service Company of the Royal Fusiliers can only at present be learnt from private letters and individual impressions. The members of the 1st Service Company have, however, long since returned to their native shores, and this seems a fitting place to give a brief *résumé* of their services in the field.

AN OLD FUSILIER.
Sergeant-Major Ibbs.

The men of this company were drafted entirely from the three Volunteer battalions of the Royal Fusiliers, and the 1st Volunteer Battalion furnished forty-seven. The men sailed in the "Devon" in April, 1900, and on arriving in South Africa were immediately sent to join the 2nd Royal Fusiliers at Fourteen Streams. One of their earliest tasks was to support the Mafeking Relief Force, and they took part in the forced march from Taungs to Vryburg, covering a distance of forty-four miles in thirty-two hours. For this they were thanked in orders by the Commander-in-Chief. Afterwards they occupied in turn Lichtenburg, Ventersdorp, Potchefstroom, and Klerksdorp. Thence they marched, *viâ* Johannesburg, to Pretoria, which they reached on June 30. They were reviewed on July 2 by Lord Roberts, who promptly sent them to reinforce General Hutton. Under him they took part in the operations to the south-east of Pretoria, including the escort of a convoy by night to Springs and a forced march to Pretoria — seventy-two miles in as many hours. These services were also recognised by Lord Roberts in orders.

Subsequently to this they were employed in building fortified posts on the Magaliesberg for the defence of Pretoria, and took part in the operations to the north-east of that town, under General Ian Hamilton. After the eastern advance under Lord Roberts they built Mill Fort, at Bronkhorst Spruit, and, having parted company with the rest of the battalion in October, fortified a post near Germiston for the defence of the mines. While under the command of Colonel Bullock at Serfontein Camp, in the Orange River Colony, twenty-three non-commissioned officers and men transferred to the Volunteer Mounted Infantry Company.

The company was encamped at Rooderval Spruit by December, and for the rest of its period of service was employed in the defence of the camp and certain posts on the railway line against frequent night attacks. It was relieved on May 1, 1901, by the 2nd Volunteer Service Company, and sailed for home on board the "Avondale Castle" on

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THE REGIMENTAL COUNCIL.

Lieut.-Col. Stallard. *Col. A. J. Bolton, V.D.* *Capt. & Adjt. D. M. McLachlan*

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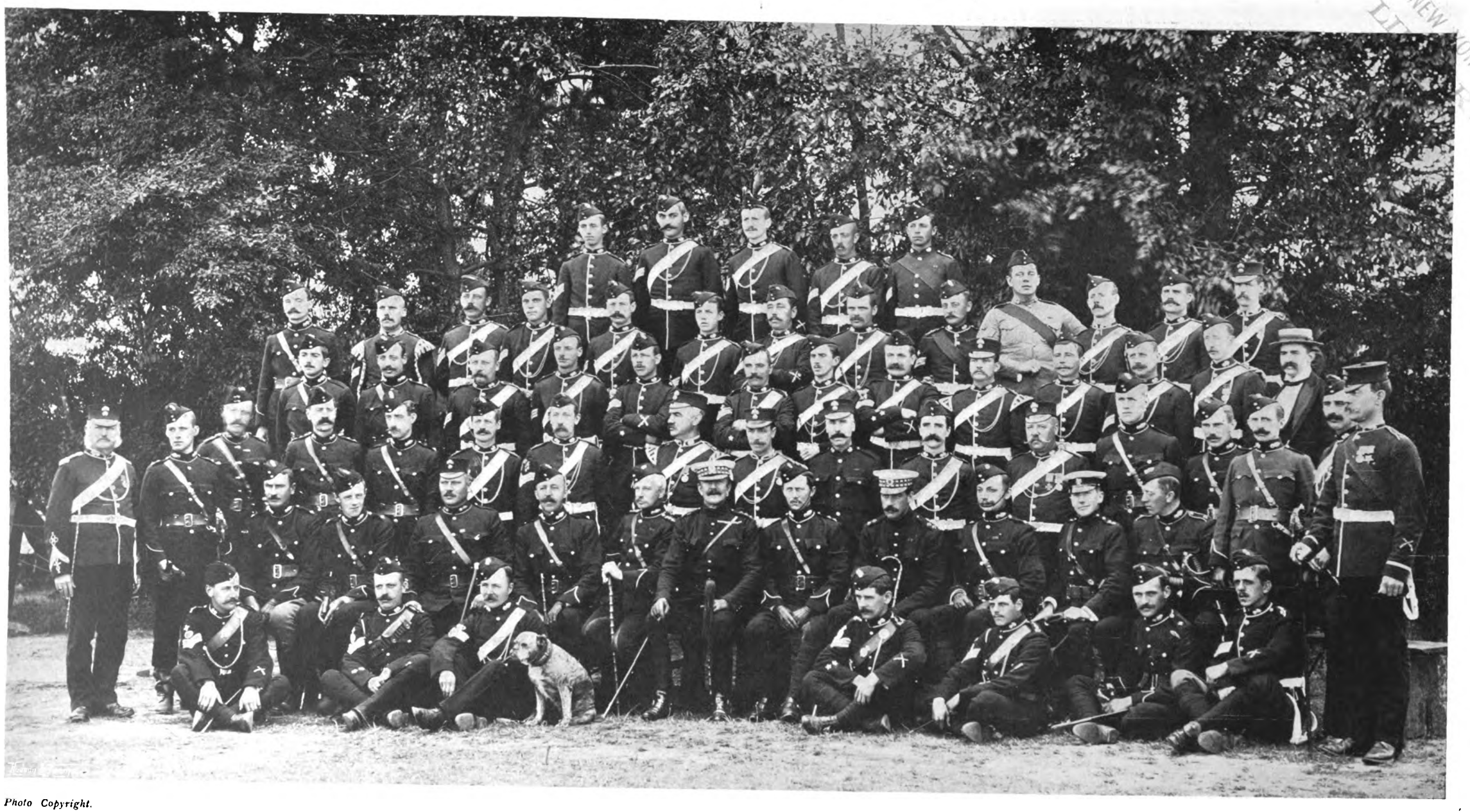

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THE CITY OF LONDON'S OWN.

The officers and non-commissioned officers of the 1st V.B. Royal Fusiliers.

Reading from left to right the names are—Second row from bottom: Fandmaster Caiger, Capt. Taylor, Capt. Read Davies, Lieut. Dickinson, Sergt.-Major Ibbs, Major Stallard, V.D., Col. Bolton, V.D., Col Fludyer (Scots Guards, Commanding Brigade), Capt. and Adjt. McLachlan, Capt. Adam (Scots Guards, Brigade Major), Major Sydney Ashley, V.D., Capt. Willoughby, Lieut. Booker, and Lieut. Jones. Third row from bottom—First three: Capt. E. A. Crowe, Capt. P. B. Crowe, and Capt. Grattan. Last two: Lieut. Glover and Capt. Payton.

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the 16th, having obtained a high report from the commanding officer, Colonel Donald.

The total casualties in the company were: one killed, thirteen deaths from disease, and two wounded.

This battalion is fortunate in having been selected to form part of the Army Corps. Last year 550 men and all but two of the officers were encamped with Colonel Fludyer's Brigade at Shorncliffe. Our representative group, illustrating various types of the regiment, is composed as follows, reading from left to right: Orderly-room sergeant, machine-gun driver, officer, assistant sergeant-major (Volunteer) in marching order, sergeant in drill order, and, on the extreme right, cyclist.

Sergeant-Major Ibbs is an important feature of the regiment, which he has served for fourteen years. He has seen service in Egypt, and wears the long-service medal.

It may be worthy of mention here that all the officers have passed the School of Instruction, and also that five of them, together with seven non-commissioned officers, hold Hythe certificates for musketry. Of the officers' certificates three are graded "Extra 1st Class," showing a standard of proficiency equal to that attained by officers of the Regular Army.

TYPES OF THE REGIMENT.

Showing various arms and grades.

Allusion has already been made to the fact that His Royal Highness the Prince of Wales holds the rank of honorary colonel of the Royal Fusiliers, and, needless to say, every component part of that historic regiment, from the Regular battalions serving in Mandalay and Egypt and Africa down to the junior Volunteer battalions, takes considerable pride in the fact.

Photos. Copyright. THE REGIMENTAL PET. *Louis.*

One of the first machine-guns issued to Volunteer Rifles.

His Royal Highness, on his side, fully reciprocates this feeling, and on several occasions lately, especially between the dates of his creation as Prince of Wales and promotion to the rank of General, he has attended public functions in the uniform of the regiment. His doing so on the occasion of the Thanksgiving Service for Peace at St. Paul's Cathedral was a tactful compliment to the City of London, with which the Royal Fusiliers are closely associated.

The feelings of pride and good-will to which this association gives rise were very clearly demonstrated on the return of the first Volunteer Service Company from South Africa. Their march through the City of London was an event to be remembered; and curiously enough, it was almost exactly a year after that day, when they paused in their march for a brief service at St. Paul's Cathedral, that the greatest in the land also met there to return thanks for a welcome and, it is earnestly hoped, an enduring peace.

ANSWERS TO CORRESPONDENTS.

"H. C."—As to Nelson's ships at Trafalgar, they were all painted black hulls, with yellow—not white—streaks along the lines of gun-ports, the port lids themselves being blacked. Apparently Nelson took the idea from the French, whose ships in the old French Royal Navy of Louis XVI. were, according to the models in the Musée de la Marine in Paris, so painted. Nelson, according to old pictures, had all his fleet at the Nile so painted. When he took over the Mediterranean Fleet in 1803 apparently he had the same thing done with those ships. An officer who saw Nelson's ships in the West Indies in 1805 describes them as all painted alike, and in the same style as the Nile ships were. Just before Trafalgar several ships from the Channel Fleet—where the ships were allowed to be painted anyhow, as in old times—joined Nelson, and the captains, as several of them have recorded, immediately they arrived off Cadiz, set to work to paint their ships the "Nelson mode." White streaks apparently came into fashion about 1824. A picture in Portsmouth Museum shows several men-of-war in harbour there, some with yellow streaks, some with white. At any rate, the Trafalgar picture you speak of, showing British ships in the battle with "white" streaks, is absolutely incorrect, and was certainly painted or repainted after 1824.

* * * *

"FOREIGN ORDERS."—No subject of the King can accept a foreign order from the Sovereign of any foreign country or wear the insignia thereof without having previously obtained the Royal permission, signified by a warrant under the Royal sign-manual. Such permission is not granted unless the foreign order has been conferred in consequence of active and distinguished service before the enemy, either at sea or in the field, or unless the recipient has been actually and entirely employed beyond His Majesty's dominions in the service of the foreign Sovereign by whom the order is given. The use of unauthorised decorations or orders is carefully guarded against, and attempts to elude the regulations are rare, and seldom, if ever, pass unnoticed. The restriction originated in the time of Queen Elizabeth, in consequence of Sir Thomas Arundell of Wardour having been created a count of the Holy Roman Empire by Rodolph II. of Germany, in recognition of extraordinary gallantry displayed against the Turks; on his return to England questions arose as to his precedence, which were settled, tersely enough, by the Queen, who exclaimed, "No foreign shepherd shall brand my sheep," a remark which she followed up by writing to the Emperor that she had forbidden place or precedence to Sir Thomas.

* * * *

"K.C.M.G."—Knights designate cannot assume the title of "Sir" until they have actually received the accolade or until letters patent have been proved in their favour, except in their case of those appointed to the first and second classes of the Orders of the Bath, the Star of India, and St. Michael and St. George. In such cases personal investiture is dispensed with, as a preliminary condition, by the insertion of a clause allowing the use of the title until knighthood is actually conferred. Generally speaking, the issue of letters patent in the case of Knights Bachelor is restricted to persons who are absent in India or the Colonies, etc., though this rule is not without exception.

* * * *

"COCKADE."—Strictly speaking, the use of the cockade should be limited to servants of Military and Naval officers and certain others holding office under the Crown—*i.e.*, it should mean, according to the authority of Somerset Herald, "I serve one who now serves the King." It is needless to say that, especially of late years, the correct limitation of the usage has been largely lost sight of, and *Punch's* joke as to the claim to the distinction being substantiated by membership of the Army and Navy Stores is not, after all, very widely beside the mark. The term is derived from "Coquearde," a name given to the dwarf plume or tuft of cock's feathers with which Alpine soldiers and peasants used to fasten the rim of the hat to the crown. Introduced in the beginning of the eighteenth century, the black cockade speedily came to be recognised as a badge of loyalty to the House of Hanover, in contradistinction to the white cockade of France, adopted by the adherents of the elder Pretender, and in course of time was added to the livery indications of the persons privileged to wear it. There is no distinction between the Naval and Military cockade, though one is frequently alleged to exist, the former being said to be without the "fan." In cases where this is so, it is due either to convenience or the caprice of the outfitter.

THE EDITOR.

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LOYAL CEYLON.

COLOMBO'S BOY SOLDIERS.

Sir Hector MacDonald presenting colours to the Colombo Boys' Brigade on the grounds of Christ Church, Galle Face, Colombo, on June 21.

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AN IMPRESSIVE CEREMONY AT COLOMBO.

The unveiling of the statue of the late lamented Queen Victoria, by the Lieutenant-Governor of Ceylon. People flocked from all parts of the island to view this ceremony, which took place on June 25.

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DEFENCE, NOT DEFIANCE.

THE BRISTOL CITIZEN SOLDIERS.
Drill with a Colt gun.

Citizen Soldiers in Town and Country.

By TRAINBAND.

AS might have been expected, the grant of honorary Army rank to officers of the late C.I.V. and officers of the Volunteer Service Companies who did duty in South Africa has once again raised the vexed question of the right of these officers to at all times make use of their military titles. If the honorary rank conferred upon them for active service in South Africa, and in some few instances for services rendered at home during the war, is to have any meaning at all, there can surely be no doubt but that they have a perfect right to use it under all circumstances. A correspondent writing on the subject lately was so far completely in agreement with this opinion, but he added that it should be distinctly stated on their cards what their rank is. If, for the sake of example, the case be taken of an officer who is a major or honorary major in the Volunteer Force, but an honorary captain in the Army, it would appear that both these facts would have to be notified on his card, a small but somewhat difficult thing to arrange nicely. As a matter of actual right any Volunteer officer, whether possessing honorary Army rank or not, is at perfect liberty to make use of the title bestowed upon him by virtue of the King's commission. It is very often, however, a question of propriety, of good or bad taste, even of convenience or the reverse. There are, for instance, a certain number of Volunteer officers holding combatant commissions who happen to be in Holy Orders. For them to make use of a military title off parade would clearly be most inappropriate. A lawyer, a doctor, a stockbroker, a schoolmaster—in fact, a member of nearly any profession or calling—would find the assumption of Army rank under all circumstances decidedly inconvenient. On the other hand, a man of independent means, who follows no occupation, could adopt the military rank he holds in the Volunteer Force without fear of incongruity. Strange as it may seem, it is Volunteer officers who belong to this last class who are most chary of using military rank. Circumstances alter cases, and, provided he does not pretend to be what he is not, an officer of Volunteers who possesses tact, and is, in fact, a man of the world, will not often be at a loss as to when and when not to make use of his military rank. There is one other case which may pertinently be considered. It very often happens that an officer of high rank in the Volunteer Force retired with lower rank from the Army. We have never heard any objection lodged to the universal practice of calling such officer by the higher title. The whole matter is one of personal expediency and good taste.

It is somewhat strange to hear reports from so many different sources that unsuitable boots caused a good deal of trouble during the marching undertaken at this year's manœuvres. When the average class of Volunteers is considered, it seems to suggest that it must have been in most cases the result of individual want of thought. The story has often been told that a would-be Army reformer of his day once went to the Duke of Wellington in order to ascertain what he considered to be the three most essential articles in a soldier's equipment. When asked what was the first, the Duke of Wellington replied, "A good pair of shoes"; questioned as to what was the second most important thing, he answered, "A good pair of shoes"; and he made an identical reply when asked as to the third. There is little doubt but that the Iron Duke was quite right. If a man cannot march, an unusual degree of proficiency in all the other military requirements of an infantry soldier will be of no avail. Officers of Volunteer corps ought to point out to their men that boots which may be quite comfortable and suitable for town wear, or for use in an office or shop, are absolutely unfitted for hard and long marching over rough ground. Men who are accustomed to do much walking, either for its own sake, or as a necessary part of shooting, otter-hunting, or mountain climbing, always take care to have their boots adapted to their needs. It has been affirmed that in the German Army it is an offence for a man to have sore feet, and he is punished accordingly. This is merely acting on the presumption that it demonstrates a lack of care on the man's own part. Still more must it do so when a man purchases his own socks and boots, and probably once the attention of Volunteers has been called to this really important, though apparently small, matter there will be no more adverse reports on the subject.

The enquiries made by the authorities at the headquarters of all Volunteer Engineer corps must be regarded as a healthy sign. It is sought to ascertain at what period of the year it would be most convenient for the officers to attend a special course of training at the School of Military Engineering, Chatham. It may be assumed, therefore, that opportunities are about to be afforded to Volunteer Engineer officers to see something of what is done at the great centre of this scientific branch of our Army. It should not be forgotten that many officers of Volunteer Engineers are in their civil life experts in some branch of practical engineering, and numbers of leading men in the profession are to be found in the higher ranks. It is safe, therefore, to suppose that they would be qualified to learn the military side of their profession with rapidity and advantage. But there is really no reason why the chance of at least a few days' attendance at Chatham should not be held out to all Volunteer officers who choose to avail themselves of it. It is recognised that under modern conditions of warfare every officer should know something of field engineering. Volunteer infantry officers at present pass the examination in field fortification almost entirely by means of book-work. It has, in fact, been stated that some of those who hold the certificate have never even seen a shelter-trench. To officers who are so keen as to read successfully without the assistance of practical work, the opportunity of attending a very short course at the School of Military Engineering would indeed be welcome.

All who have any connection with the North Country will cordially re-echo the wish recently expressed by Sir Archibald Hunter that it may be found practicable to continue in Scotland a regiment, presumably of Imperial Yeomanry, to be styled the Scottish Horse. Originally raised in South Africa and composed of Colonials of Scottish birth and descent, the regiment, by reason of the heavy drafts which were regularly sent out from home, soon came to be regarded as an essentially national corps. When it arrived in Edinburgh at the beginning of this month it was accorded a magnificent reception, and most justly so, as it had established an imperishable name. At a public luncheon at which the corps was entertained in Edinburgh previous to its disbandment the Marquess of Tullibardine asserted that a better, straighter, and braver set of men than the Scottish Horse no officer had ever commanded. He explained that when he first raised the Scottish Horse, Lord Kitchener had sanctioned the formation of a regiment, more or less a town guard, to be raised in Johannesburg. He telegraphed to Lord Kitchener and informed him that he was acquainted with other Scotsmen who would be glad to come out. Lord Kitchener telegraphed back, "Send out the fiery cross and raise it yourself." In three weeks he got 600 men in the field, and eventually the regiment had 4,000 men on the roll. When all these things are considered, it is small wonder that the Duke of Atholl observed that it would

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be a sin were so fine a regiment to be disbanded. Although when a war fever exists in the land there is no difficulty in raising corps to an almost unlimited extent, it is far easier during the quiet of a long-continued peace to maintain a military body and keep the numbers up to the full establishment than it is to form a new corps. It is sincerely to be hoped that some means may yet be found to preserve the continuity of the Scottish Horse.

Not long ago attention was directed in these columns to the increasing use of motor-cars for military purposes. They have for some time been extensively used at Volunteer manœuvres, and all who were on duty at the Coronation will remember that the Duke of Connaught visited every point on the route of the procession by means of a motor-car. A good deal of interest has been lately aroused amongst certain Volunteer officers by the announcement that Mr. Mark Mayhew, who is well known as an enthusiastic motorist, is to be entrusted by the War Office with the enrolment of a corps of Volunteer motorists. It is stated that owners of motor-cars who are themselves expert drivers are to rank as officers whilst their servants will be graded as sergeants. As it is not as yet likely that it is in contemplation to make use of motor-cars for the transport of any large number of troops, the actual work which will devolve upon this latest addition to the Citizen Army, and its results, will be awaited with much interest.

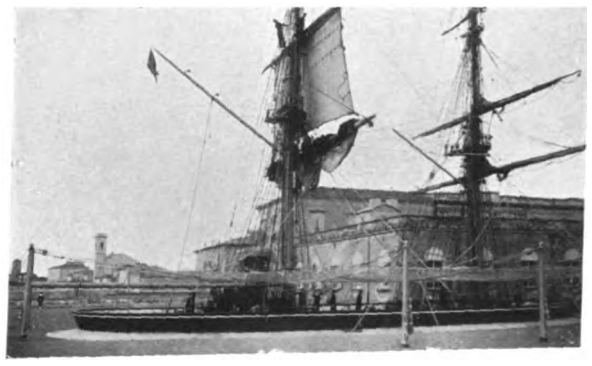
THE LIVORNO ROYAL NAVAL ACADEMY.

THE visit of the "Carlo Alberto" to English waters has been the occasion of drawing attention in this country to the personnel of the Italian Navy. And from that it is not such a very far cry to the training establishment for officers. The only one is that at Livorno, which has long been famous both for the quantity and quality of the officers educated there. Situated in a most favourable position in the third port of the country, blessed with a splendid staff, and with a crowd of young men all eager to get their commissions as soon as possible, it is not to be wondered at that Livorno has had a hand in the training of some of the best Italian seamen of the present day. All sorts and conditions of boys are to be found there. There is, or was till quite recently, a Royal Prince at the Academy, namely, Prince Ferdinand of Savoy, eldest son of Thomas Duke of Genoa, himself the admiral of the Italian Navy. The present commander of the Academy is Rear-Admiral G. Bettolo.

By a Royal Decree of 1898 the effective strength of the Navy is fixed as follows: One admiral, 7 vice-admirals, 13 rear-admirals, 59 captains, 136 commanders (*capitans de frégate et corvette*), 365 lieutenants, 176 sub-lieutenants, and 120 midshipmen, or 877 officers in all. The total effective strength of the Navy according to the return for the year 1901 was 102,872. Since 1885 there have been no fewer than four Navy Bills passed, namely, those of August 28, 1885; July 12, 1888; June 30, 1899; and February 1, 1900. Able-bodied men enrolled for service are divided into three classes: (*a*) Men required for active service: the number of these is fixed by law every year; (*b*) able-bodied supernumeraries not required for active service; (*c*) able-bodied men exempt from active service for family or other reasons. These last form what is practically the Naval Reserve. The first two categories are separated by lot, and the men composing them pass into the third after twelve years' liability to active service.

For purposes of Naval organisation the coast is divided into departments, of which there are three, with headquarters at Spezia, Naples, and Venice. There are also two *comandi militari*, whose headquarters are at Taranto and on the island of Maddalena. There has been of late years a very marked increase in the number of men called upon to serve in the Navy. The Bill of August 28, 1885, already referred to, abolished exemption from service and put those who had hitherto been excused into the third or reserve category. A considerable amount of ill-feeling was aroused at the time, but in the light of subsequent events it would seem that the Government was by no means ill-advised. Exemption can be, and undoubtedly was, abused, but service—well, hardly any man would want too much of that.

The town of Livorno itself is, apart from its history, of very little interest. It is one of the least beautiful towns of Italy, although in construction it is not unlike the Queen of the Adriatic, and has indeed been called "Little Venice." Its history, however, is one which gives great scope for the fiction writer, and it is to be wondered at that it has not been dealt with more fully. Founded by the Medicis, when in the throes of the struggle for mercantile supremacy, its primary object was to outrival Pisa, a task which was rapidly and effectively accomplished. Allesandro dei Medici constructed its citadel and fortified its town, and under Cosmo I. it was declared a free town. Placed at a bound at the head of the nation's ports, for many years Livorno lived up to its reputation.



ALL ALOFT.

Cadets undergoing training at the Academy.

In the seventeenth century, under Ferdinand I., it was a town of great commercial importance, and in Napoleon's time, during the French Imperial occupation of Italy, Livorno was the chief town of the Department of the Mediterranean. It then dropped to second place, and as lately as 1898 was passed again by Naples and relegated to third place.

The life at the Naval Academy is simple, healthy, and gay. Playtime, plentifully interspersed with hard work, goes far to keep up the never easily damped spirits of the sons of the sunny South who foregather in its friendly arms to imbibe that instruction which shall place them in a position to act with honour in the profession of the sea. On the whole life seems to be worth living at Livorno.

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A SAILOR PRINCE.

Prince Ferdinand, eldest son of the Duke of Genoa.

CADETS AT PLAY.

A weird balancing game on the playing-fields.

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IN SUMMER SEAS.

THE HARBOUR, MALTA.

THE SEA-POWER OF THE NATIONS.

A RECORD OF POLICY AND PROGRESS FROM WEEK TO WEEK.

By JOHN LEYLAND.

A TRAINING BRIG

A RECENT conversation which I had with Swedish officers on board the torpedo destroyer "Mode" has suggested to me that a consideration of various circumstances now affecting the Navy of Sweden should prove interesting on this weekly page, which has not yet reflected the Naval progress of the Northern Powers. Certainly the Swedish Navy deserves our attention on particular grounds, and because more than once Swedes and Englishmen have fought side by side in the same cause. Let me premise that the "Mode," which suggests these remarks, is herself a very interesting vessel, since, being the first of Swedish destroyers, she is indicative of the new policy upon which Sweden has entered. She possesses the practical interest also that she is Messrs. Yarrow's latest expression of the destroyer-building art—a vessel of 400 tons, steaming at 30 knots with scarcely noticeable vibration, which attained the record speed of 32·4 knots during continuous runs of three hours on her official trials. That in itself is an interesting and important fact, and may foreshadow the successes of the British boats which are now in hand in the same yard. It is not in torpedo craft alone, however, that Sweden is making progress. She is building armoured vessels also in her own yards, reconstructing older vessels, and spending great sums on coast fortification.

It is surprising how little is known among us of the Naval and Military affairs of Sweden. Her Navy is regarded as a very minor factor in the affairs of the Powers, and the new "Encyclopædia Britannica" does not think her Army worthy of special note among the Armies of the Powers. This is somewhat singular, because, when we investigate the cause of the rather feverish activity which the Swedes at the present time evince, we find it rooted in distrust of Russia, which is not unknown to ourselves. Oxenstjerna, the great Chancellor of Sweden under Charles XII., discerned those Russian ambitions which have since been amply realised, and described the fleet as "Sweden's strength." If once the Czar should obtain a position on the Baltic, he wrote to his master, he would hold it, come what might. But Sweden has long since abandoned the high ambition that inspired the astonishing and adventurous career of Charles XII., which ended in disaster at Pultowa.

The Swedes were, and are, essentially a maritime people, and their country was as truly an island as if it had been surrounded by the sea. It had been the aim of Gyllenstjerna to make Sweden a Naval rather than a Military Power, but neither Charles XI. nor Charles Gustavus fully apprehended the idea, which was still more foreign to Charles XII., who plunged the country into Continental wars, whereby its strength was sapped, and his own purposes defeated. It was one of the misfortunes of Charles XII. that Sir George Rooke—who, in June, 1700, joined the Swedes at Gothenburg, enabling them to neutralise the Danish squadron so that Charles might land an army on the shores of Zealand and threaten Copenhagen—had received no orders justifying him in continuing to support the Swedish cause. Yet the Swedes, long after that, continued to be great seamen and to contest with the Russians the command of the Baltic. In 1788 they attracted the Russian forces towards their frontier, and endeavoured to secure control of the sea, in order that troops might be landed and St. Petersburg be captured, but the purpose was defeated by Admiral Greig, and St. Petersburg was saved.

Many circumstances have lately contributed to increase the Swedish suspicion of Russia. The Russification of Finland is regarded as an evil omen, and the Swedes discern therein the signs of a Russian approach to the North Sea. There prevails a belief that sooner or later the Swedes and Norwegians will be confronted with a march of the Russians to the West. Not long ago Russian spies, in the guise of itinerant saw-cutters, traversed the country, but were discovered mainly through the shrewdness of a Swedish general. That officer, who spoke Russian like a native, disguised himself also, and fell into conversation with his supposed countrymen, learning from them what plans they had secured of Swedish defences, and what routes seemed suitable for a Russian advance. He gained their confidence by feigning hostility to the Swedes and helping them with information, but they chanced to notice that he rolled his cigarettes in a fashion unknown to them, and immediately divined the trick that had been played. Thenceforth Sweden knew them no more; but their purpose had been discovered, and Sweden became more alert to the future danger. It is believed that the Russians hope to take advantage of the unfortunate differences which agitate the dual kingdom of Sweden and Norway. In regard to internal government the two are distinct States under a single ruler, but where their external relations are concerned they are one, though a strong party exists in Norway which seeks absolute independence. This is a condition that may well paralyse national endeavour, and which presents many disadvantages, since in war-time forces which have been organised and trained apart will be called upon to operate together. The Swedish Navy Board would gladly arrange that its fleet should manœuvre with that of Norway, but the Norwegians display no willingness in that regard. Hence it is that Sweden is showing extraordinary energy in order to confront the danger herself. She adopted last year for her Army the principle of general personal service. Her Fleet is carefully trained and exercised, and engages in manœuvres every summer; and I am informed that this year winter manœuvres are probable. Great sums have been expended upon coast defences, notably upon the fortifications of Waxholm, Oscar-Frederiksborg, Carlskrona, Carlsborg, the island of Gothland, and the seaward defences of Gothenburg, while forts are being built at Vesterberget, and Boden, in Upper Norrland.

Sweden will shortly possess eleven armoured coast defence vessels of displacement from 3,000 to 3,700 tons, of which the oldest is the "Svea," launched in 1886. Like the "Göta," "Thule," and some of the armoured gun-boats, she is being modernised and is receiving quick-firing guns. Vessels launched within the last two or three years, built in Swedish yards, but provided with Yarrow water-tube boilers, are the "Dristigheten" and "Njord," while the "Vasa," "Aeran," "Manligheten," and "Tapperheten" are still in hand, and another vessel is projected. In building such vessels the Swedish yards are very efficient, and the guns are supplied from the Bofors Works. The coast defence vessels and the armoured gun-boats indicate that the Swedes have now abandoned the idea of contesting command of the sea with the Russians. Their purpose is to protect their coasts, and they believe that the difficulty of navigation in the shallow waters and among the many islands will be so great as to make navigation impossible to any who do not know those waters well. A dozen first-class torpedo-boats and many of the second-class are constantly trained in the work of defence,

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and the probability is that the destroyer "Mode" is but the first of a series. The pilots and coast signalmen are all now embodied and trained for the Naval Service.

It does not appear that in the Swedish Service much confidence is felt in submarine boats—at least it is considered that they are likely to be valueless upon the Swedish coasts. Nevertheless, experiments are to be made with a single boat, which is not yet out of the builder's hands, but may become the nucleus of a submarine defensive flotilla. The Swedish officers with whom I have conversed believe, however, that their surface torpedo-boats will answer all necessary purposes. They are painted a shade of brown, which in the special conditions of light and of the rocky island-studded coast makes them practically invisible as they issue from the narrow waters of the sounds. There remains with the Swedes the hope that in the final breach they will not be without allies; otherwise it might be hard for them to cope with the northern Colossus. We may be sure, however, that with such a fine record of seamanship and of fighting power behind them, they will make a bold front against aggression.

SEAMEN'S PETS.

ONE of our correspondents sends a picture of Commander Arthur Hayes Sadler's dog Duke. This animal becomes a regular member of the ship's company of any ship that his master is called upon to serve in. Like all ships' pets, he is a self-opinionated beast, and it is firmly fixed in his mind that no one in plain clothes whom he does not recognise should be allowed into the ward-room or his master's cabin. This determined attitude occasionally leads to complications, though, as a matter of principle, it is no doubt admirable. Seamen's pets are queer creatures, as a rule, and possess an extraordinary amount of individuality, undoubtedly due to their education amongst the men. They are quite unlike the others of their kind that live on shore.

The writer remembers a cat which a good many years ago formed one of the ship's company of the "Opal" corvette. Though cats are proverbially opposed to water, this creature would frequently in the tropics get under the hose whilst the decks were being scrubbed of a morning, and on two occasions she fell overboard whilst scrambling about the boat's davits. She saved herself by swimming to the gangway, where she was fished out by the quartermaster, none the worse for her bath. She lived almost exclusively upon a diet of raw meat, and suffered greatly from habitual greediness. She came at last to a bad end, having swallowed a fish-hook, disguised in a lump of her favourite food. Her decease was universally regretted, and the careless gentleman who left his fishing-line lying about attained an enviable notoriety for the time being.

Another well-known Naval pet was the llama of the "Warspite." She originally belonged to the captain of the "Blanco Encalada." When this ship was torpedoed and sunk by the "Lynch" and "Condell" during the Chilian Civil War, the llama saved her own life and those of two others who swam ashore with her. She was then presented by Captain Gomez to the "Warspite" as a memento of the event, and became a great pet. She, too, cared for little besides her food, and when she was not eating she was ruminating. During the latter process a crowd used invariably to collect round her pen and watch with unfailing curiosity the movements that took place in her long thin neck as the chewed and unchewed portions of the "cud" passed each other in their respective paths along it. Although she had some special friends amongst the men, and would graciously accept small offerings in the shape of tobacco or even grog, she resented the slightest familiarity by spitting with the calmest deliberation in the face of the offender.

Photos. Copyright.

A SEAMAN'S PET.

Duke, the property of Commander Sadler, R.N.

COALING SHIP.

Coercing the carpenter.

The "Orlando" brought home a handsome little beat which has found a home with the "Vernons" on Horsea Island. A committee of experts the other day found that his teeth required filing and his nails cutting. Accordingly, he was taken over to Ryde to a well-known veterinary surgeon for treatment. Being of amicable and innocent report, he was not muzzled, but led on a string by his keeper for the time being. Whether he got frightened, or, as is more generally supposed, wished to show his disapprobation of the celebrated island pier tolls, is not clear; what he did clear was the electric tramcars, for, after biting his keeper severely in the hand, he ran amok through them, and it took the whole of the pier staff to get him safely secured.

A certain officer had an old and favourite dog that always slept on his bunk, and would never allow a stranger of any sort to enter his master's cabin. The time came when the officer married, took a house, and lived ashore. One day he was detained on board the ship on duty, but sent the dog ashore to his house as a companion for his wife. During the evening Ponto found his way into the bedroom, and, as usual, mounted guard on his master's bed. By-and-bye Mrs. Officer wished to retire for the night; but do you think the dog would have it? Not he; he growled so fiercely, and looked so genuinely savage at every attempt she made to enter the room, that in the end the unfortunate lady had to give up in despair and spend the night on the drawing-room sofa.

We find we have not left much space to allude to the other amusing picture our correspondent sends. Taken during an interval of coaling ship, it represents the gunner and boatswain trying to persuade the carpenter into doing a "job o' work." It is evident from the white collar the officer is wearing that he has no intention of adding coaling ship to his other arduous duties.

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OUR INDIAN EMPIRE.

By CAPTAIN OWEN WHEELER.

AN OFFICER, 14th MADRAS INFANTRY.

A Running Record of Military Life and Incident in the "Shiny East."

AT a recent speech in Council at Simla Lord Curzon made two announcements with reference to the Coronation Durbar which are full of interest. One referred to the attendance at the Durbar of the Duke of Connaught as the King's Deputy, the other to the rumour, which Lord Curzon flatly contradicted, that he himself would, after the Durbar, resign the Viceroyalty. As regards the first announcement, there is very little doubt that keen disappointment will have been created in India by the definite intelligence that the Prince of Wales will not visit India yet awhile, for it was most eagerly anticipated that he might do so, and the event would have been greeted with indescribable enthusiasm. Among the Indian Native Chiefs and nobles, too, the personality of an heir to the Throne is regarded, yet more distinctly than with us, as something altogether different from that of any other member of a Royal Family. Still, we may take it that the situation will be very properly accepted and understood, and that the most will be made of the consoling idea that the Prince of Wales's visit to India is a pleasure to come.

On personal grounds it goes without saying that the Duke of Connaught will receive a most fervent and, what is more important, a thoroughly cordial and sincere welcome. The Duke's service in India was considerable alike by reason of the important appointments he held, and by the singular ability with which he held them, and the strong impression he created among all ranks that he was a soldier first and a Royal Highness afterwards. Previously he had held no more important command than those of a brigade at Aldershot, and of the Guards' Brigade in the Egyptian Expedition of 1882. From this to the charge of a great Indian district like Meerut was a long step which certainly could not have been taken successfully by any but a born soldier, and a level-headed and hard-working man. Arriving in India in November, 1883, the Duke of Connaught remained for three years a Major-General in Bengal, and in December, 1886, succeeded to the command of the Bombay Army, which he held until March, 1890, only coming home for a flying visit for the Jubilee in 1887, a furlough, by the way, necessitating the passing of a special Act of Parliament. In that period of over six years the Duke built up for himself a reputation and a popularity among all classes of Indian officialdom and society which were altogether distinct from his Royal connections, and traces of which will be abundantly evident in the welcome he receives when he sets foot again on Indian soil.

I was myself at Simla shortly after the Duke of Connaught arrived and took up the Meerut command. It being winter, there were only a very few officials in "Olympus," and the Adjutant-General's office was being "run" by the 1st Assistant-Adjutant-General, with whom I happened to be on intimate terms. From him I gathered that the Duke must have been rather surprised, and perhaps a little hurt, by his early experiences of Indian as contrasted with Home Army Headquarters' methods. After the manner of Home Generals in those days the Duke began by referring all sorts of minor questions to the Adjutant-General for the purpose of obtaining the Commander-in-Chief's sanction. Both the Commander-in-Chief and the Adjutant-General were on tour, and my friend, the 1st Assistant-Adjutant-General, knew better than to worry them with trifles. So day after day, and by return of post, the questions submitted by Arthur Major-General were answered by ——, Colonel, 1st Assistant-Adjutant-General in the usual form: "In reply to your letter of the —th instant, I am directed by H.E. the Commander-in-Chief to state that in His Excellency's opinion the action you propose to take in the matter is unnecessary," and so on. After this had gone on for a week or two it apparently dawned upon the Duke that such facility of communication between the Chief on tour and the Adjutant-General's office at Simla was rather remarkable, and that he might just as well do things off his own bat as have the casual sanction of a junior officer. I remember that my friend was at one time a little apprehensive that the Duke would complain, and that his own well-meant acceptance of responsibility would be misunderstood. But Arthur Major-General took the hint like the good soldier and good fellow he is, and proceeded to show himself remarkably competent to administer his own district without superfluous aid from ——, Colonel, 1st Assistant-Adjutant General.

It is excellent hearing that Lord Curzon will not "take his hand off the plough before the end of the furrow is in sight." As he so rightly says, much of his work is still incomplete, but it should also be added, and the addition is vitally important, that it would be well-nigh impossible to find the right man to carry on Lord Curzon's work in at least one or two directions in which the well-being of India and the security of the Empire are most seriously concerned. Much that he has done has been done so ably that only time and reasonable good fortune are wanted to bring about a satisfactory conclusion. But the remarkable change in Frontier policy which he has inaugurated requires his presence and support a little longer, and it is quite conceivable that in the hands of an immediate successor it might become discredited. Yet more fruitful of possibilities is the situation in Afghanistan, the present satisfactory state of our relations with which is undoubtedly to a great extent the result of Lord Curzon's personal influence with the Ameer. None the less, Afghan affairs may at any moment assume an aspect of almost threatening gravity, and necessitate measures which only a Viceroy of singular knowledge and experience would care to take.

There have been of late some audible mutterings in Russia with reference to Afghanistan, and, although it would be a mistake to take these too seriously, it would equally be foolish to disregard them. According to the *Novoe Vremya*, Russia has no intention of striking at the independence of Afghanistan, which must be comforting to some Russians as well as to ourselves, since any such attempt would probably mean prompt war between us. "But to have normal relations with this neighbouring State, to enjoy the right of penetrating within her borders, to develop commercial relations with her, and to have a representative at Cabul, constitute from the point of view of Russian interests an incontestably legitimate desire, and at the same time an indispensable object to be attained." This is pretty plain speaking, and, if it is backed up by equally plain action, a situation will be produced which it will tax all Lord Curzon's great abilities to deal with, and would probably be altogether beyond the capacity of a new man.

So far as can be ascertained, the relations between the Government of India and Habibullah, the new Ameer of Afghanistan, are really excellent, and the latter has recently displayed considerable friendliness as well as singular skill in dealing with the Hadda Mullah and other Frontier firebrands whom he cannot afford to suppress violently, but to whom he will not extend anything like encouragement. According to the *Novoe Vremya*, the Anglo-Indian Press has admitted that the relations between Habibullah and ourselves are not very cordial, and this, forsooth, constitutes an additional reason why Afghanistan, which for twenty years has remained quite inaccessible to Russian influence, should now throw open its northern doors to its disinterested neighbour in that quarter. Those who have been carefully following the recent trend of Afghan affairs will be inclined to smile at these imaginary admissions on the part of the Anglo-Indian Press, and to put complete trust in the Viceroy's ability to put a brake on the wheel of any further Russian advance towards "normal relations" with Cabul.

Russia is evidently angry, very angry indeed, at the British decision to proceed immediately with the construction of the railway from Quetta to Nushki, the first stage of

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the new trade route which now links British Baluchistan with the Persian province of Seistan. She sees clearly enough that the continuation of this railway would bring us on the flank of the Russian march upon India much more swiftly and effectively than could be managed by the old-time scheme of sending troops by sea to the Persian Gulf, and then letting them march across country. "This fresh enterprise of Great Britain must not remain unanswered on our part," say the Russians, and hence, in all probability, this new yearning to enjoy the right of penetrating within Afghan borders, to develop commercial relations with, and have a representative at, Cabul. Well, we cannot expect to have things all our own way, and the brilliant success of the Quetta-Nushki-Seistan route will probably in the end compensate us for a little annoyance in the way of Russian intrigue with reference to Afghanistan. As to any graver issue, one may be forgiven for hoping that it may soon be more or less clearly indicated. To Russia the Ameerate of Habibullah, as yet but partly tried, and possibly harassed by the presence of troublesome and not altogether trustworthy relatives, may seem an opportunity not to be lost. But India, at least, is pretty fully prepared for any contingencies such as the Russian Press is dimly indicating, and no one better able than Lord Curzon to handle such a crisis, so far as India is concerned, could be selected from the ranks of living public men. We have reason, then, to be grateful that his hand is on the plough, and that he has no present intention of taking it off.

THE MAHSUD WAZIRIS.

THE dweller in "dreary dismal Khan," as the Frontier station of Dera Ishmael Khan is familiarly called, finds a relief to his dulness in the awful hot weather in the news that some of the Frontier tribes are "up." Bannu is rather better, but even at Bannu life is apt to be dull in the hot weather, and the news that there is to be soon some active work comes as a stimulant to the weary soldier who is tired of day-after-day routine.

These Frontier affairs, not calculated for in the Estimates of the Government of India, used to take place with almost clocklike regularity every three years. Some were serious, some were slight. Gradually, as our friends on the Frontier have seen that we are perfectly serious in our dealings with them, the disturbances have not been of so regular recurrence. They see that Britain is in earnest in consolidating her Empire, and that it does not pay to thwart the great Power, even though these Frontiersmen are urged to do so by the immense back-stairs influence of Cabul, to which undoubtedly many of the recent raids and punitive expeditions are due.

Our illustrations show a glimpse of the operations conducted by Colonel V. C. Tonnochy (initials of happy omen !), who had had experience of the Mahsud Waziris in 1881, and who, therefore, had the inestimable advantage of experience of the people against whom he had to act.

Away to the west of Pindi, and over the Indus, lies the country of these tribesmen who have most recently given us trouble. The Mahsud country is wild and arid, and suffers much from drought. The people are bold and hardy, and are such as we would much value as fellow-subjects; their country lies around Karnigaum. They are subdivided into the Bahlozai, the Alizai, and the Shaman Khel, the first-named being, as Mr. Oliver states, *facile princeps* in the profession of robber.

Those of us who have travelled in the East know how a great robber is venerated and respected in countries where the modern Western ideas have not penetrated or been established. We cannot too much plume our own feathers as to morality on this score, as it is not so very long ago that raids and cattle lifting formed the employment of our higher families when no serious war engaged them.

The English Government of the present day happens to disapprove of robbers, and tries to impress this fact on the Frontier tribes by force of arms. Justice is tempered with mercy, and though many a gallant English and Indian life is ended on the North-West Frontier, there is never a bitter feeling of revenge, for we feel that our foes (especially Mahsuds) are worthy of our steel. This proud and independent race consists of men of the very finest physique, accustomed to all hardship by flood and field, and of women who are worthy mates for their lords. They boast that while kingdoms and dynasties have passed away, they alone of all the Afghan tribes remain free. They acknowledge no tribute or duty to either Cabul or Candahar. Recent events have, however, considerably opened their eyes; and there is small doubt that they would willingly become British subjects without any pressure, and that they would form excellent and useful subjects, producing agriculturists and soldiers of the best class. They are as yet a primitive people, but so far as they have framed their laws and established customs, their morality is of a high type. The social laws, or, to speak more correctly, customs, are more severe than any of those enforced by our Courts. Strict Mahomedans as they are, observing the Ramazan, praying five times a day, and, almost without exception, refraining from liquor, woman has in the country of the Mahsud Waziris a freer life than in other Mussulman countries. She goes unveiled, and mixes freely with the men, and her voice is heard in the councils of the men. Of how many Mahomedan countries can this be said?

Now is our time to make friends with the Mahsud and with his old enemy the Ghilzai. The latter can scarcely yet come under our rule, as he is a proper subject of the Afghan Ameer. Once the Mahsud is a truly English subject, it is to be conjectured that the Ghilzai will let him alone. There is now, and has been for many years, a deep and bitter hostility between these tribes. The Ghilzai never spares the Mahsud, even though he be a boy of tender years. The Mahsud retaliates with equal cruelty, and a system of fierce retaliation renders frontier life unsafe and dreadful. Gradually and slowly we are getting things straight. When the fine Mahsud makes up his mind to throw in his lot with the British, loyally and honestly, the Ghilzai will give little trouble. On the contrary, he will give a great deal of help to those whose lot it is to control the North-West Frontier of India.

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A MULE AT WORK.

"Bravo! the good old Khucher."

A WELCOME, THOUGH ANXIOUS, REST.

Waiting for the crowning of the heights.

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DANGERS OF THE COAST.
A Newfoundland iceberg.

THE TROUBLES OF THE "FRENCH SHORE."

AN UNFAMILIAR SHAPE.
A loophole in the ice.

AMONG the matters of dispute which have arisen between ourselves and the French none are more curious and difficult than those which are concerned with the "French Shore." Newfoundland is proud of the fact that she is the oldest colony of the British Empire, but the colonists have a real grievance against the Imperial Government. That weighty instrument, the Treaty of Utrecht, which, strange as it seems in these days, gave us the monopoly of the Spanish slave trade, on the understanding that we should provide 4,800 slaves annually to the Spanish colonies, left us also a legacy of trouble in the matter of the French rights then conceded. It is not to be denied that, although Newfoundland was the earliest "colony," it was the very reverse of a colony as colonies are regarded in these later times. The island was discovered by the Cabots in 1497, but for nearly a century was neglected. The extraordinary richness of the cod fishery was first reaped by the Portuguese and the French, and in 1578 of some 400 vessels engaged in the industry only forty or fifty were English. The sea was, and still is in many places, a living mass, and the all-pervading life which filled it gave food to the countless millions of fish which swarmed on the coasts of Labrador and Newfoundland, and were the harvest of the intrepid fishermen. The ocean slime was of organic origin, filled with swarms of minute crustaceans, which fed upon it, and in their turn became the food of the larger creatures which formed the abundant catch. These conditions still exist, though the fishery, for the French at least, has to a large extent declined, while the British colonists have foreseen the danger of a diminishing supply, and an establishment for marine pisciculture at Trinity Bay, in the Island of Dildo, has turned into the sea more than 150,000,000 young cod in a single year.

It was in 1583 that Sir Humphrey Gilbert, who, with his half-brother, Sir Walter Raleigh, had obtained a patent from Queen Elizabeth authorising him to plant a colony in Newfoundland, arrived at St. John's, and formally annexed the island. He perished on his way home, and little success attended the efforts to colonise. There was a conspicuous reason for the failure. As one witness said before a Parliamentary Committee in 1793, "The island of Newfoundland had been considered in all former times as a great English ship, moored near the Banks during the fishing season for the convenience of the English fishermen." The fact was that our West Country merchants had discovered the value of the cod fishery, and, in their earnest desire to keep the profits to themselves, did all they could to prevent a resident population from establishing itself. They had powerful influences behind them, and procured Orders in Council forbidding anyone to settle within six miles of the coast, or to build a house or erect a fence without leave. An Act of William III. has, indeed, been described as the "charter of the monopolists," though it did not suffice to check the growing strength of the settlers.

When the Treaty of Utrecht was being negotiated, Louis XIV. held most strongly to the French fishery rights upon the Newfoundland coasts, and his Minister, De Torcy, had instructions to assume a very firm attitude, and to insist that the French should continue to practise the cod fishery as had been the custom, and that the English should renounce all claims to the islands of Cape Breton and St. Marie. Strenuous debate followed, and the French envoy declared that Louis would rather fight than give way on such a point, whereupon Bolingbroke surrendered. It was agreed that the French fishermen should catch fish—the word was "poisson," which undoubtedly was understood to mean cod fish, and did not imply the catching of lobsters, to which the French attach such importance in these days—and should dry them on land between Cape Bonavista and Cape Riche. The Treaty of Paris, 1763, confirmed the provision, and ceded the islands of St. Pierre and Miquelon as a refuge for French fishermen. The Treaty of Versailles, 1783, altered the "French Shore" to the space between Cape St. John on the east and Cape Ray on the west, and the Government of King George III. showed extraordinary complacency in engaging to take positive measures to prevent Englishmen from interrupting in any manner by their competition the fishery of the French in that region. Thus it happens that British ships of war have been employed on occasions in exercising a check upon the activity of our colonists, to their no small anger and disgust. The French now claim an exclusive right to catch and can lobsters on the shore in question, as well as cod fish, and that the inhabitants of Newfoundland have no right to occupation of land on the "French Shore" for mining, agricultural, or other purposes.

The colonists have strenuously denied the claim, but have not always been supported, and, even in 1865, land grants were forbidden along the "French Shore," and it was not until 1881 that the restriction was removed. Appeals have been made over and over again for the abolition of the French treaty rights, so that the colony may be properly developed; and though territorial rights have been resumed, vast quantities of ore await shipment, and no one has the right to build a pier, dock, or jetty on the disputed land. The condition is one well calculated to excite national feeling. The French have interpreted the *modus vivendi* in their own

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RECRUITS FOR THE NEWFOUNDLAND NAVAL RESERVE.

The measure has now become law which enables the reserve to be embodied.

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A SCENE AT QUIDDY VIDI.
Frequented by vessels in the British Fishery service.

AN IMPORTANT FISHERY STATION.
Where Newfoundland Reserve men are nourished.

Photos. Copyright. "Navy & Army."
FISHERY CURING ON THE "FRENCH SHORE."
Sheds constantly used by the fishermen.

way, and the temporary arrangement was only approved by the colonists in the belief that the humiliating state of affairs would be brought to an end. Patriotic feeling, however, suggested that Newfoundland, though she could not send a contingent to South Africa, should consent to forego her claims for a time rather than plunge the Empire into a difficult controversy at such a juncture of affairs.

A Royal Commission to enquire into the question was appointed in August, 1898, and concluded that the French cod fishery on the coast had become practically valueless, and that means should be found for extinguishing it, as well as the lobster industry; also that the colony should give the French free bait if they would abandon their bounties. It was likewise recommended that French interference with the Treaty Shore should no longer be tolerated, except in cases where actual damage to their fisheries could be proved, and that a British Consul should be appointed at St. Pierre to check the smuggling trade carried on with French connivance. As a matter of fact, the smuggling business is a partial basis of St. Pierre's prosperity. The Frenchmen profit very greatly by the business, which has been created through the advantages conferred upon them. All evidence goes to show that a very considerable value of property has for a long time been smuggled from the Miquelon group into New England, the Maritime Provinces, Quebec, and Newfoundland.

The French display unfailing interest in their Newfoundland fisheries, and no one would question that the men are hardy and intrepid, and have a hard and painful task in winning their livelihood. The industries do not return anything commensurate with the outlay. The Frenchmen are besides 3,000 miles from their depôts at Bordeaux, and their main cod fishery has gone from the coast to the Great Banks, which are open to all comers. The industry, it is true, is bolstered up by a bounty, which enables their merchants to undersell our colonists in Europe, while they use colonial bait-fishes to obtain the catches of cod with which they trade. But the French fishermen, nevertheless, suffer very severely, and the work of the hospital-ship "Saint François d'Assise," which is a true missioner of charity sent out by the "Œuvres de Mer," shows that the hardships to which they are subjected upon the coast and the Newfoundland Banks are very great. In the fishery season, from April to September last, there were upon the Banks and upon the French Shore 414 fishing vessels, of which 213 came from France, and the rest from St. Pierre and Miquelon. The men in the vessels were 1,100 in number, and the hospital-ship took on board 71 who were seriously ill, and rendered medical and other help to many, while she rescued 21 fishermen in distress, and acted as a post-office in carrying letters for the poor fellows employed in the work. The mortality among them was terrible, being in that fishery season of six months 44·82 per 1,000. Put in other words, it would appear that, if these men were employed on the fishery for a period representing a whole year, one out of every twelve of them would die. The figures were given by the officer in charge of the records of Naval Medicine at the Ministry of Marine. We cannot withhold admiration from men who pursue their dangerous labours in such conditions. But can it be said that bounties are well expended in supporting an industry which consigns men to such hardships? At any rate, it is clear that the French cod fishery is declining. It fell 20 per cent. in the season of last year, and the catch was the poorest on record, while it is anticipated that greater reverses are in store for the French in years to come.

Part of the failure is due to them-

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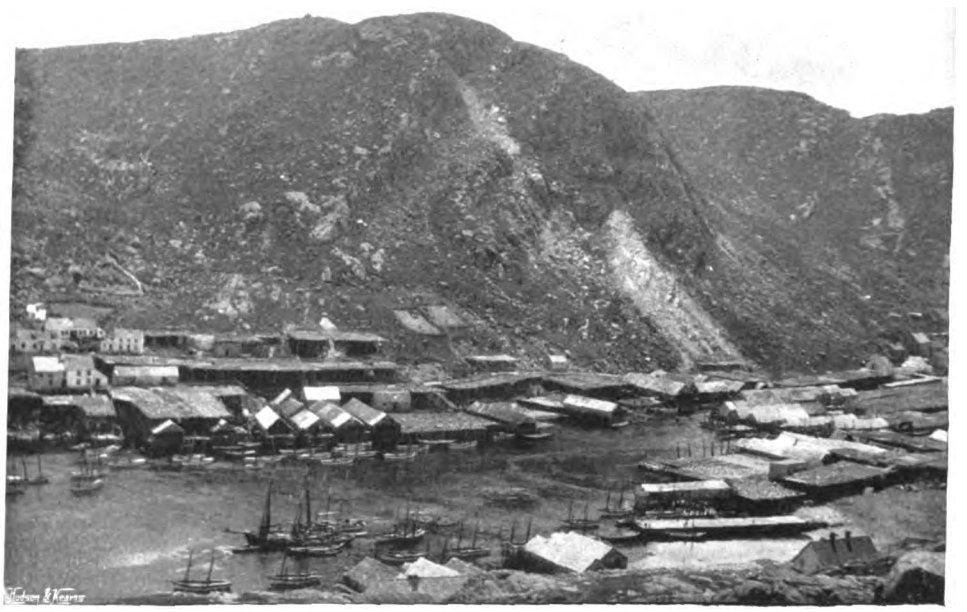
selves, for they have over-fished the waters on the French coasts, and the lobster pack is deficient from the same cause. St. Pierre is the base for the fishery on the Banks, which also shows a decline, due chiefly to want of bait. Our own colonial fishermen put to sea in their well-equipped boats, when April marks the beginning of the cod season, provided with a plentiful supply of bait—capelin, squid, etc.—with which their shore waters abound. Here, perhaps, may be seen a channel for approaching an agreement. If the French industry is to regain prosperity, it must have access to the bait which the Colony can supply. Indeed, the claims of the French are at the present time largely centred upon the question of bait, and the people of St. Pierre have insisted most strongly on being admitted to the privileges of the colonial baiting grounds. It would not be surprising, then, if, upon this consideration the French were willing to enter into negotiations on a favourable basis.

What our own Government has to keep in view is the necessity of giving contentment to a colony which was administered in the past upon an exceedingly selfish policy, and in recent years has been treated with a good deal of neglect. Probably not less than 60,000 persons in Newfoundland make their livelihood by fishing and curing fish. When the summer cod fishery is over, they turn to the herring fishery in autumn and winter, and they are active sealers in the spring. The soil was systematically represented as barren, and the climate as execrable, but, as a matter of fact, much of the land is well adapted for grazing and arable purposes. The apparently inexhaustible richness of the fisheries has, in part, caused it to be neglected, but there are millions of acres of fine land suitable for grazing and arable on the west coast, in the interior, and in various parts of the island. Yet the population is only at the rate of about five to the square mile. The country, moreover, is rich in copper and other minerals. But above and beyond all these it is rich in excellent, loyal, sturdy colonists, who are capable of rendering great services to the Empire, and certainly among our own Newfoundland fishermen we have a splendid force for the strengthening of the Naval Reserve. There are no finer seamen in the world than these bold, hardy, intrepid fellows, and it is satisfactory, therefore, that measures have now been taken which will enable their services to be secured. The Naval value of Newfoundland is, indeed, considerable. On this ground alone, a settlement of the "French Shore" question is certainly eminently desirable and urgently necessary. That a colony like Newfoundland should be neglected is not in accordance with sound imperial policy.

It should not be beyond the ability of the statesmen of two Powers which have friendly relations in all parts of the globe to arrive at an adjustment of the difficulty. The Great Banks of Newfoundland are the finest fishing ground in the world, and the fish taken there are larger than those found in the shallower waters near the coast. There is no desire to exclude the excellent French fishermen, presented to us in so strong a light and so masterful a manner in Pierre Loti's "Pêcheur d'Islande." They have the same rights as are exercised by the men of the large American fishing fleets which issue from Gloucester, Massachusetts, and other harbours of the United States, as well as by fishermen from other parts of the world. What is objected to is the particular disability which their troublesome claims on the "French Shore" impose upon our Newfoundland colonists. These being removed, one of the few clouds which lie upon the horizon of France and England would disappear. What is of even greater importance, we should give contentment to one of our oldest possessions, whose inhabitants are as true and loyal as any subjects of King Edward in the world, and who are proud that they are about to furnish a contingent towards the Reserve of His Majesty's Fleet.



THE SETTLEMENT AT PETTY HARBOUR.

A headquarters of the Fishery Fleet.

AMONG THE "FLAKES" AT QUIDDY VIDI.

Depôts for the work of the British fishermen.

NOTES AND QUERIES AFLOAT AND ASHORE.

"M.B., LOND."—Candidates who present themselves expressly for service in the Army Medical Service on the West Coast of Africa enter under the same qualifications as other candidates, but they are allowed an extension of the age limit—viz., to thirty years of age. They will be required to complete three years' actual service on the coast, after which they are eligible for general service. If during the three years on the coast an officer is certified by a medical board to be fit for further service on that coast, he shall be deemed eligible for general service, even if he has not completed his term of service there. Officers serving on the West Coast of Africa receive double pay. For every year's service on the coast (including sick or ordinary leave not exceeding sixty-one days in the year), a medical officer shall be entitled to a year's full pay during a year's leave at home, and for every additional period beyond a year he shall have an equivalent extension of full pay during leave. Also every year spent on the West Coast shall reckon double towards voluntary retirement or retired pay, provided he has served twelve months on the coast. But except when an officer has been invalided, any broken period, if amounting to less than six months of service on the coast and leave on full pay, shall not reckon double.

* * * *

"ALMA."—We have made several enquiries of persons likely to know when the increase took place, and are informed that it was in the Royal Warrant published June 25, 1881. We have not been able to obtain access to former warrants, and have been unable to verify this statement. No special reservations are made, beyond the usual ones in the preamble of all such warrants, that no one is to suffer any diminution of the total emoluments of which he may be in receipt when the fresh warrant is published.

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LIFE IN A BLOCKHOUSE.

A REMINISCENCE.

COMPLETE and self-sufficient squats the little tin blockhouse within a few feet of the permanent way, surrounded by its barbed wire entanglement, like a spider in the middle of his web. On every side barbed wires, trip wires, spring-gun wires stretch out like feelers, and lose themselves in the scrubby veldt, but, though unseen, they are the more dangerous to anyone who is not acquainted with their subtle meanderings.

Within the entanglement surrounding this particular blockhouse is my white bell-tent, as I am the officer commanding the section of six or eight of these little forts. The tent is in its turn protected against the bullets of the sniper or stray shots from friends on either side by a wall of mud and sand-bags 3-ft. high.

Day and night the blockhouse is watched over by a sentry who, rifle in hand, gives warning of the approach of friend or foe. The three chief events of the day are—the visit of the officer, who inspects everything within and without each little fort, and woebetide the non-commissioned officer in charge if anything is amiss; secondly, the visit of the ration-cart; and thirdly, that of the water-cart. With these exceptions, and the half-dozen trains which pass up and down the line, nothing occurs during the day to alarm the little garrison. During the day, then, the garrison work at entanglement or masked trench, to further the safety of the sacred railway, which, if destroyed, would in a few days mean starvation for them.

The up-mail and the down-mail occasion just a turn of the head from the silent sentry on duty, for perhaps some traveller will throw out a magazine or bundle of papers for the inmates of the little forts.

It is now sunrise, 4 a.m., and midsummer, that is to say, December. I slip from the white bell-tent, glance at the cloudless sky above, stand for a moment wrapped in admiration at the glories in the East, then turn to the melancholy West and the dying night. Suddenly two or three dark figures approach the blockhouse from either side of the railway, mysterious, muffled forms wrapped in blankets, from the folds of which peep out the muzzle of a carbine. They are the Basuto scouts who lie up in the culverts under the railway, or on some rocky spot near by and watch the line between the blockhouses during the darkness. I acknowledge their salutation with a nod, and then turn to my ponies and scan them closely to see that no harm has happened to them during the night. Satisfied on this point, I lift up my voice and shout for my sleepy servant to water, feed, and up-saddle one of the ponies, and am off to visit my distant posts, or else with gun or rifle stroll out for a shot at some of the many kinds of game on the veldt. On my return two or three hours later the sun has got the upper hand of most living things, and his fiery rays beat down on the roof of the little tin blockhouse and through the canvas tent, turning them to ovens. The men return from the half-dug trench or entanglement and move listlessly about in the great heat, which makes everything palpitate, and the atmosphere dances over the level grey-green veldt to east and west, which stretches away further and ever further into the immense distance. Now it is that things are not what they seem. Pools of shining water glisten a mile away, when one knows that the original is perhaps a dirty puddle seven or ten times the apparent distance; bushes appear to move like horsemen scouting—all Nature trembles under the glowing ball of liquid fire above. North, south, east, and west stretches the endless veldt, and though it looks so firm and level it is broken in every direction by treacherous dongas, and honeycombed with the holes of the jackal, hare, and meercat or veldt squirrel, and the mighty tunnelling of the ant-bear, so that horse and rider have to observe the utmost caution.

Here roam herds of buck of many varieties; and here too live large families of cranes, korans, ostriches, veldt peacock, the wild turkey, sand-grouse and partridge and moorhen, and now and then a lovely pair of flamingoes near some pool. The dam near the ruined farm (destroyed by French's guns a year ago) is the special habitat of the grey goose. To the north the view ends abruptly in a series of jagged kopjes, stony and desolate, or studded with little round bushes, sole representatives of the tree proper.

As the day draws to a close the hitherto silent and monotonous veldt assumes a golden garment wrought from the level beams of the now sinking sun. Richer and richer deepen the lines of kopje, scrub, and sky, running through every known scheme and combination of colour-chords, as the sun sinks to rest amid great flames and spurts of fiery flashes. These give place to quieter tints, till all Nature is subdued in harmonies of silver-grey, which in their turn grow less and less, like the last chords of a great organ which can no more be heard, but which still thrill and vibrate.

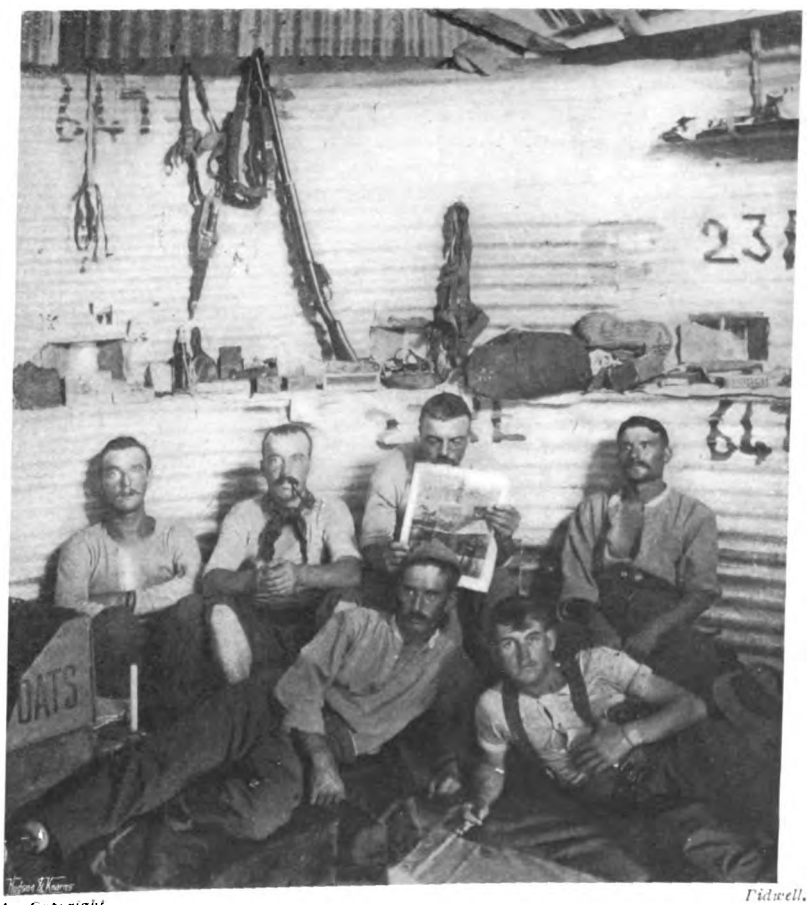

Photo. Copyright. *Tidwell.*

THE INTERIOR OF A BLOCKHOUSE.

Where men spent many weary hours during the late War.

During Nature's transformation scene the blockhouse has become animated. A few short and sharp words of command and my men fall in with fixed bayonets; rifles are examined, magazines charged, and double sentries set for the night. The Basutos emerge from their beehive kraals where they have been humming and sleeping all day, and, wrapping themselves in blankets, stalk off to their lonely vigils.

I betake myself to my mess kraal, there to dine in solitary grandeur by the light of a stable-lantern, and then under the soothing influence of pipe or cigar write my reports on the various forts, and read home letters again. From the blockhouse issue sounds of merriment, with now and then a snatch of song or thump of clog-dance accompanied by a penny-whistle or accordion. Outside nothing is heard but the contented munching of oats by the ponies picketed close by. These sounds continue for an hour or so, and then the blockhouse sinks into silence.

Suddenly a dog growls, one of the horses starts and snorts, then a dreary howl, like the despairing wail of a lost soul, floats down the wind. I listen and shiver, though I know it to be but a jackal or hyena calling his companions to a feast of dead horse or trek-ox which he has succeeded in unearthing. Then silence once more. A bright spark of light suddenly flashes out on the veldt, followed by the whang of a bullet close ahead, and down the wind comes the pip-pop of a Mauser. The snipers are out. Presently a dull, muffled blank charge. A Basuto runs in and reports, "Dutchmen, detonation—that is one of the sling guns exploding its Boss!" pointing to a spot some hundred yards out in the blackness.

The order "Stand to!" rings out, followed by "Magazine Independent, Commence!" and the blockhouse is in action, vomiting lead and flame into the darkness. The firing is taken up by the blockhouses on either side, and the roll of musketry continues until everything living within the fire-zone should have been mown down.

Then it gradually ceases, except for a spasmodic shot or two. I return to my tent, and the garrison are soon asleep, all but the silent sentinels.

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THE NAVY & ARMY ILLUSTRATED.

VOL. XV.—No. 295.] SATURDAY, SEPTEMBER 27th, 1902

Photo. Copyright. *J. W. Russell, Richmond.*

"GENERAL BACKACHER."

MAJOR-GENERAL SIR W. F. GATACRE, K.C.B., D.S.O., COMMANDING EASTERN DISTRICT.

The sobriquet by which this fine officer is known to a very large section of the British Army is derived, as we all know, from the tendency he habitually exhibits to give those under him the maximum of exercise with the minimum of rest. But he is undeniably popular, none the less, with soldiers, who respect an officer for never setting a task, however hard, in the performance of which he will not himself participate. General Gatacre's war record is a notable one, including not only an unfortunate experience of South Africa, but brilliant service in Burma, Chitral, and the Soudan.

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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

Publishers' announcements and books for review should be addressed direct to the Editor of the NAVY AND ARMY ILLUSTRATED, *20, Tavistock Street, Covent Garden.*

The National Flag.

SOME of the silly season letter-writers have turned their attention this year from such subjects as "Should Women Work?" and "Are Wives Extravagant?" and "Is Mr. Pigott the Messiah?" to the question of the national flag. It is not by any means a fresh topic for discussion. It has cropped up constantly during the last few years, and we welcome this frequent reference to it as a good sign. It shows that people are taking more interest in patriotic emblems, and that they are anxious to understand clearly the distinction between the various flags that are used in the British Empire. At present not many people do understand it. The recent correspondence in the *Times* showed this as plainly as it is shown by the remarkable display which is made by private citizens whenever an occasion of public rejoicing stirs them up to set flags a-flying on public and private buildings. It is common enough to see a suburban householder gaily hang out the Royal Standard from his eligible villa residence, quite unconscious that he is incurring the penalties almost of high treason. Churches again are usually adorned with the white ensign, for what reason it would be hard to say. Probably for no reason except that it matches the clergyman's surplice better than any other. In fact, the most lamentable ignorance is testified as to the origin and meaning of the flags that represent the Sovereign, the nation, and the Naval and Military Services.

So far as we can trace back the history of the national flag, it appears to have come into use at the period of the Crusades. It was necessary in the Holy Wars to distinguish the soldiers of different nationalities, and the Englishmen chose to be known by a red cross, the St. George's Cross, on a white ground. This emblem and these colours not only appeared on the English banners, but every soldier wore them upon his surcoat or "jack" (a term which still survives in jacket, *i.e.*, a little jack, or short coat). Here we have the derivation of Union Jack, which has puzzled so many people of small archæological attainment, and which numbers still persist in believing to be a term owing its origin to the name of the King under whom the union between England and Scotland was accomplished. It is true that the French equivalent for James is Jacques, but it is equally true that Jack in English is and always has been short not for James, but for John. The first flag was in all probability a coat fixed to a pole, and "jack" thus came into use as a word meaning flag. The Union Jack, in the form ordained for it by King James I., had the St. Andrew's Cross in white added to the St. George's Cross in red, thus joining the English and Scottish emblems of nationality. The St. Patrick's Cross was introduced after the union of Great Britain and Ireland in 1801. The Union Jack, therefore, represents the people of the United Kingdom, just as the Royal Standard represents the monarch and contains his own personal quarterings and arms.

Besides these we have also what are known as the red, white, and blue ensigns. These are the red, white, and blue flags with a small Union Jack in the upper corner next to the staff. These ensigns are Naval flags. Early in the seventeenth century it was ordered that British fleets should be divided into three squadrons, and that, in order to keep them distinct one from another, the leading squadron should fly a blue ensign with a St. George's Cross on white in the corner, the centre squadron a red, and the rear a white. When admirals were created, they were appointed to be Admirals of the Red, Admirals of the Blue, or Admirals of the White, terms that have now dropped out of the Navy List, but which many of us can still remember in use. In 1707, when Scotland and England cemented their union under one Sovereign by deciding to live under a common constitution, the Union Jack was put into the corner of the ensigns instead of the single St. George's Cross. In 1864 the Admiralty ordered that the white ensign—that is to say, the white flag with a red St. George's Cross upon it, and the Union Jack in the top corner next the staff—should be carried by all Queen Victoria's ships and should be the distinctively Naval flag. The blue ensign was at the same time permitted to appear on all vessels that had a certain connection with the Royal Navy—those, for example, which had a particular proportion of Royal Naval Reserve men amongst their crews, or were commanded by an officer of the Reserve, or were being employed in the public service. All other British ships fly the red ensign, with the exception of yachts belonging to the Royal Yacht Squadron, which by special permission are allowed to use the white.

Clearly, then, it is as much of a solecism for the Rev. Mr. Boanerges to fly the white ensign upon his church as it is for John Smith, Esq., to usurp the privilege of Royalty by displaying the Royal Standard. The only flag which private citizens or public bodies are entitled to use on shore, unless they like to invent standards of their own, which would probably bring the College of Heralds down upon them with all the terrors of mediæval jurisprudence, is the Union Jack. It is important to bear this in mind, and it is not less important that the jacks should be correct. It would be a very good thing to make children familiar from an early age with the accurate proportions of the national flag. If their eyes were thus trained, they would be able to detect at once the mistakes which are so common nowadays, and which must be due to the ignorance or carelessness of flag-makers. It would be a capital plan, as Lord Meath suggests, to display the Union Jack in all schools. If our educational authorities can spare a moment or two from their trivial squabbles over the exact amount of religious instruction that shall be permitted, they might carry this proposal into effect without delay and at exceedingly small cost.

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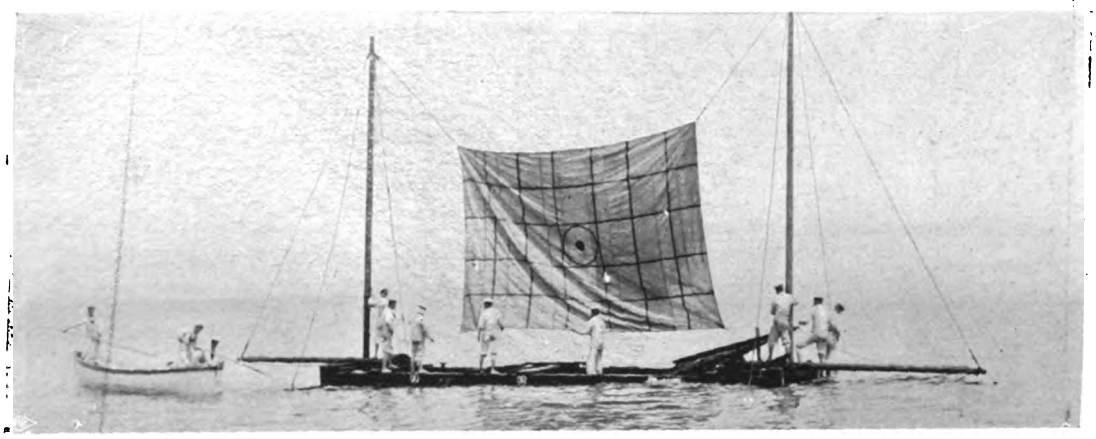
Photo Cribb
CAPTAIN PERCY SCOTT, R.N., C.B.



ONE OF THE "TERRIBLE'S" TARGETS.

THE RETURN OF THE "TERRIBLE."

THE good ship "Terrible," lately returned from China to Portsmouth, has had a more eventful commission than has fallen to any vessel of the Royal Navy which has "sailed the seas" for some fifty years. She has had the honour of landing forces which have taken part in two different wars, and have shared in the work of relieving beleaguered garrisons in each of them. Her officers and men have fought in many engagements, and have maintained in the field the best traditions of the Naval Service. It was through the foresight and high ability of that scientific gunnery officer, Captain Percy Scott, that the Naval guns were landed which "saved Ladysmith," and were an essential factor in many an engagement elsewhere. Not only in the actual operations of war, but in the professional qualities which prepare for war, has the "Terrible" established her supremacy. She has made gunnery records which have been truly remarkable, and in coaling and every other evolution has reached a high degree of efficiency. These are things of which Captain Percy Scott and his officers and men may well be proud, and the country shares that honourable sentiment with them. The "Terrible" was very worthily received with every sign of rejoicing, and her company have won a warm place in the hearts of their countrymen. Long shall the tale be told of the gallant deeds they have done.

GALLANT MIDSHIPMEN.
Landed in South Africa from the "Terrible."

"TERRIBLES" TO THE FRONT.
Landing at Simon's Town, en route for Colesberg.

The cruiser was commissioned at Portsmouth on March 24, 1898, and has thus had a long commission; but it was not until September, 1899, that Captain Scott was appointed to her, relieving Captain C. G. Robinson, who had been selected for the command of the "Vernon." She left Portsmouth on September 19, instructed to relieve the "Powerful," which was coming home from China, but, in view of the imminence of hostilities, both vessels were ordered to proceed by way of the Cape, and in Simon's Bay the "Terrible" met the "Powerful," which had brought with her from Mauritius a half battalion of the King's Own Yorkshire Light Infantry. The Boer ultimatum had just expired, and the Naval Brigade was formed which left for Stormberg under Commander Ethelston. The situation in Natal was already critical, and Sir George White telegraphed to Admiral Harris asking that Naval guns should be sent to Ladysmith to cope with the heavy guns of

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THE "TERRIBLE'S" GUNS IN ACTION.

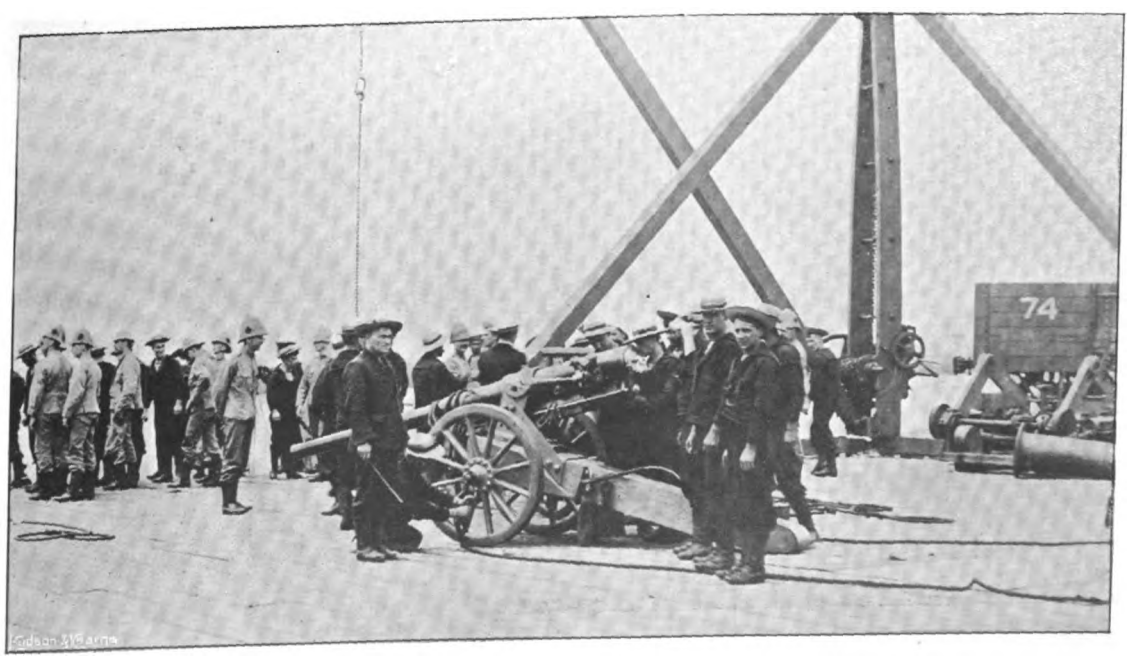
Shelling the Boer lines with a 4·7-in. gun at Colenso.

the Boers. At dinner, on board the flag-ship, the admiral accordingly asked Captain Scott if he could devise land mountings for the guns, and he promised to supply a design in the morning. Perhaps the admiral knew that, as a matter of fact, the captain of the "Terrible" had anticipated the contingency, and was not unprepared for the demand. The "Powerful" took on board two 4·7-in. guns with platform mountings upon Captain Scott's plan, and four long 12-pounders upon wheel mountings of his design. These were the guns which arrived at Ladysmith, as Sir George White said, "in the nick of time when it became evident that I was not strong enough to meet the enemy in the open field." He added that the Naval guns had proved to be the only ordnance in his possession capable of equalling in range the enemy's heavy guns.

The "Terrible" followed the "Powerful" to Durban, and arrived there on November 6, Captain Scott being appointed commandant of the place. He landed officers and men, with thirty-two guns, from the ships, and put Durban in a strong posture for defence. The "Tartar" had sent up two 12-pounders, which had taken part in the action at Willow Grange, and the "Terrible" despatched two 4·7-in. guns and a number of 12-pounders to Frere. One 4·7-in. gun was used in a railway truck, the ship's mounting being bolted to the truck, and proved extremely valuable, but the other guns were mounted upon wheel carriages designed by Captain Scott, and the later ones had iron wheels, manufactured in the railway works at Durban. In Natal the Naval guns were engaged at Colenso, Spion Kop, Vaal Krantz, and the operations, including Pieter's Hill, which secured the relief of Ladysmith, and it was a moving scene when the "Terribles" marched in to greet the officers and men of the "Powerful" who had played their part in the defence.

TO QUIET THE BOXERS.

"Terribles" and their guns landing in China.



WITH CAPTAIN SCOTT'S MOUNTINGS.

Landing the guns of the "Terrible" at the Taku Forts.

On March 11, 1900, they were detached from the Naval Brigade and rejoined their ship at Durban, which left for China, and again arrived just "in the nick of time" to do good service at Tientsin and in the relief of the Peking Legations. Once more guns were landed, and men of the "Terrible" were employed in opening communication with Tientsin, which was then in dire need. There was heavy fighting at the place; and the British general reported on July 15 that the Naval guns worked by Lieutenant Drummond, R.N., since promoted to commander, had been of the utmost value against the strong Chinese position. The "Terribles" also took part in the relief of the Peking Legations, and thus added to the honours they had already won.

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LANCER DRILL.
Left rear, 3rd point.

LANCER DRILL.
Right front, 1st point.

LANCER DRILL.
Left front, 4th point.

ROUND THE MILITARY CLUBS.

What Soldiers are Thinking, Saying, and Doing.

By RANGE-FINDER.

THE general consensus of military opinion with regard to the grand military manœuvres held this year in Germany would appear to be favourable to the vast host over which the Kaiser exercises chief command. Some weeks ago the German Emperor, hearing that a few British officers were studying the Alsace battlefields, and himself being in the vicinity, sent for them and told them that if they did not believe that the German Army had profited by the lessons taught during our own struggle in South Africa, they had better come and witness the grand manœuvres at Frankfort-on-the-Oder. As is generally known, Lord Roberts, Sir John French, Sir Ian Hamilton, Mr. St. John Brodrick, and Colonel Sclater took advantage of the German Emperor's invitation, and witnessed manœuvres which may safely be said to have been instructive. The Germans have become alive to two important factors in modern warfare: they have realised the necessity of the spade and the intelligent use of ground. Now a battalion taking up a position literally digs itself in. True, the men have not yet appreciated the difficulties of digging themselves in under fire, and the working party of a battalion will cheerfully go to work a full target to all arms and burrow away. But that is but a manœuvre detail, and twenty-four hours of bullets instead of umpires will tell commanding officers how much digging they can do upon crest lines. But the intelligent use of ground is the most valuable asset which the German Army possesses. Of the three principal arms, the infantry in this respect are far in advance of the other two; in fact, the existing German Artillery are bad in training, material, and knowledge of service conditions, and are miles—many miles—in the rear of the similar arm in the French Army. But the infantry are splendid; and when a little fighting has taught them to thin out their firing line, and unwed themselves from the Continental love of shoulder-to-shoulder attack, then they will be a magnificent infantry. The men are carefully trained to take every advantage of the cover which the conformation of a country gives them, and some magnificent exhibitions of the use to which the German officer can put ground cover were witnessed in the bloodless battling on the Polish border.

But although we can say with Lord Roberts that the German Army can teach us nothing that we do not know about field tactics, yet there are several little accessories to war which they practise with great advantage, and from which we might readily take lessons. The use of the Marconi system of telegraphy on the field of operations is not one of the least of these. The Germans use it in conjunction with captive balloons, and though the transmitting agency is somewhat slow when compared with visual signalling, yet it is far in advance of the mounted orderly or cyclist. But it is a mistake to think that the Germans do not value visual signalling. They have all means of transmitting flag and heliographic messages, but in manœuvres they prefer the mounted orderly. They have arrived at a very magnificent system of heliography, which at the present moment is a profound secret. They call the system the "Funken" telegraphy, and, as far as can be learned, it is carried out, as its name would imply, by a flash system. Some say that magnesium wire is used; but this much is certain, that whatever the agency, it has succeeded in solving the problem which handicaps heliography. It can be worked in spite of mist or cloud, and worked at a great distance. If this invention is only half as good as the Germans believe it to be, then it will be of the greatest value in European warfare.

There can be no doubt that information on the field will be the most valuable asset that the army of the future can possess. A means of receiving and disseminating information with the least possible delay must be the key-note to victory in the operation of large masses of troops, as will be seen if ever two European Powers measure swords. General Sir John French is quite alive to the necessity of study in this all-important direction, and it is stated that he intends, now that he has taken over command at Aldershot, to give every known means of rapid transmission a trial. At last there will be an opportunity of pushing aside the embargo of precedent, and we may hope soon to see the very best means of intercommunication employed.

The Germans have a new field gun, but they seem to be as jealous of it as the French were three years ago over theirs. No one saw the new gun this year, but it will probably be upon the Erhardt pattern, and is, I hear, to be manufactured in the Government arsenals. That it will be a good gun we may rest assured, since the Germans have been waiting to allow everyone to arm, in order that they may have the very best weapon themselves.

Amongst their other innovations are mounted infantry and machine-gun sections. The mounted infantryman is not at present a success. He is, both in calibre, armament, and dress, too much of a dragoon, and he looks like a light blue cuirassier. But the machine-gun sections are good—extremely good—and I feel convinced that the Germans have assigned the true *rôle* to this weapon. The sections, which are six-gun batteries, are brigaded with the field artillery, which in the German Army is attached to cavalry. Thus the machine-gun is considered to be rather the auxiliary to cavalry than with infantry. The weapon in use is a German adaptation of the Maxim system, well-mounted on a fairly heavy carriage with limber attachment. The gun is manufactured in Berlin, but it works on the water jacket and Maxim recoil system, and is probably a little piece of poaching.

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A PRINCE OF RAJPUTANA.

MAJOR HIS HIGHNESS SIR GANGA SINGH, K.C.I.E., A.D.C. to the Prince of Wales, Maharaja of Bikaner in Rajputana, attracted much attention in London Society on his late visit to England for the Coronation. A notable figure on horseback in the procession to and from the Abbey on August 9, welcomed at Hurlingham and Ranelagh as a keen polo player, and a favourite wherever he went, he represented the flower of young Rajputana as soldier, sportsman, and good fellow; while as ruler of an important State with an area of 23,000 square miles, and an annual revenue of about £200,000—or less in lean years—he has displayed considerable intelligence and activity in furthering the interests of his subjects, though it is scarcely four years since he was placed on the *gadi* at the age of eighteen. Exceptionally endowed by Nature, both mentally and physically, this young Prince, a former pupil of the Mayo College at Ajmere, and educated later by Mr. Brian Egerton, now employed as guardian to the son of the Nizam of Hyderabad, has proved that Western civilisation can be grafted on an Eastern stock without detracting from that essential virtue of a good Indian ruler—that he should be in touch and sympathy with the masses under his care. The Kaisar-i-Hind gold medal awarded to His Highness two years ago for liberal and energetic relief measures in time of famine was no empty compliment; nor was it earned by merely signing papers, but by active supervision and personal attention to details.

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THE MAHARAJA OF BIKANER.

One of India's representatives at the Coronation.

The Bikaner State maintains for Imperial service a camel corps of 500 trained camels and men qualified to act as infantry, and when disturbances broke out in China the Maharaja eagerly proffered the services of the latter with his own, an offer which the Government of India accepted, to his great delight. Besides being colonel of the corps he held, at this time, an honorary commission as major in the British Army, attached to a regiment of Bengal Lancers. On return from China His Highness was decorated as K.C.I.E.

That he speaks and writes English like an educated Englishman, is proficient in all manly sports connected with horse, gun, and rifle, and has charming manners, are accomplishments which no doubt account for his popularity in English society; but those who know him best have every hope that, realising his true mission in life, he will make good use of these accomplishments without being led astray by flattery or that luxurious though cultured ease to which Maharajas who revel in the pleasures of Europe are especially prone.

In one of his impressive speeches last year, Lord Curzon told the native chiefs that they were not inheritors of wealth and power to be used for their own personal gratification, but that he claimed them as his colleagues in the administration of the Indian Empire. Loyal and enlightened Princes like those who were with us at the Coronation—the Maharajas of Gwalior, Jaipur, Kolhapur, Idar, and Bikaner—are proud to be so regarded; and none more proud than his youthful Highness of Bikaner, whose latest distinction of A.D.C. to the Prince of Wales is doubtless the precursor of still further honours to come.

The fourteenth chief of his dynasty—from Rao Bika, a son of Rao Jodha of Marwar, who founded the State in A.D. 1465—Sir Ganga Singh belongs to that famous Rahtor clan of the Rajputs which formed and still dominates the Principalities of Marwar and Bikaner, and of which General Sir Pertab Singh, G.C.S.I., K.C.B., lately transferred from the Prime Ministership of Jodhpur to the *gadi* of Idar, is the most distinguished living representative. An undulating tract of sand, 250 miles south-west of Delhi, connected by rail with Jodhpur, with a line, not yet opened, running north to the Punjab, Bikaner is no longer the isolated desert it used to be. Though subject to drought and extremes of temperature, it is a fine healthy country, and the capital is well worth seeing. Bikaner, by the way, spelt Beekaneer a hundred years ago, and till last year Bikanir, is one of the latest vagaries of official spelling, though the pronunciation of the word has apparently not yet been altered.

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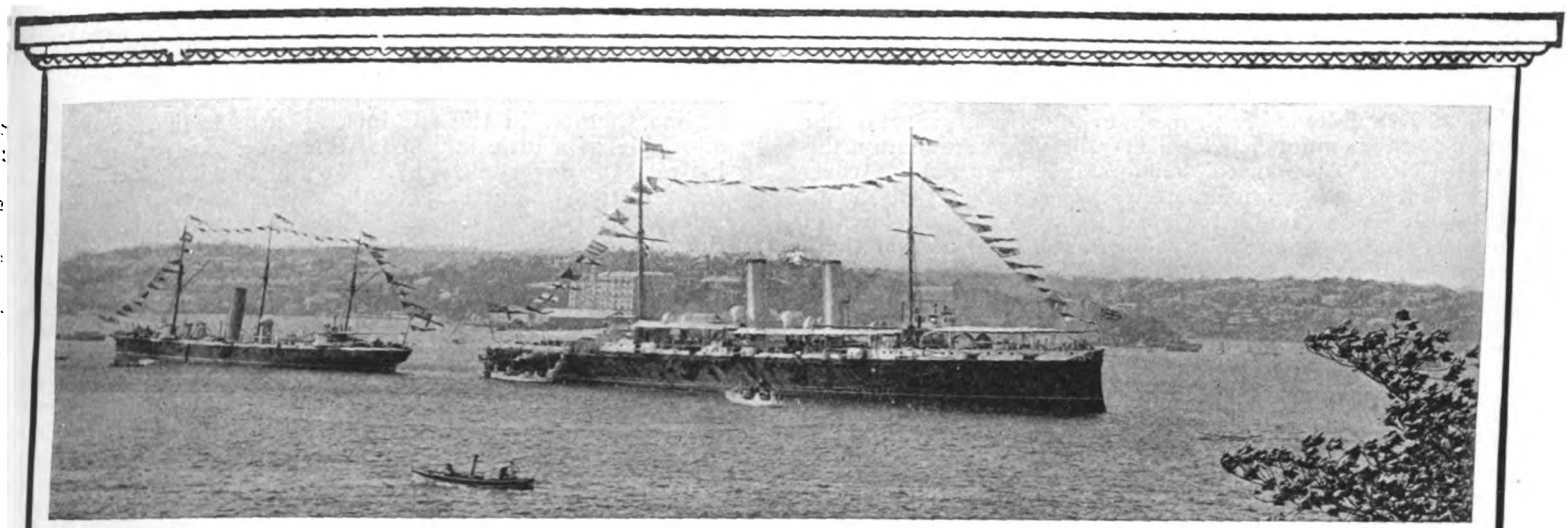

SYDNEY HARBOUR IN DECEMBER.

BRITAIN BEYOND THE SEAS.

A Weekly Study of Colonial Naval and Military Interests.

By IMPERIALIST.

THE recently published despatches concerning the Lango and Aro Expeditions are singularly interesting reading, as well as of genuine historical significance. They constitute chapters in the record of our Imperial expansion in East and West Africa which are both typical of the general course of British administrative development in such regions, and contain instances of individual grit and capacity, displayed in very trying circumstances, such as cannot but make us feel additionally proud of Britain's work on the African Continent. In connection with these despatches certain rewards have been gazetted, including a C.M.G. to Colonel Festing, D.S.O., commanding the 1st Battalion of the Northern Nigeria Regiment, a Brevet Lieutenant-Colonelcy to Major Delmé Radcliffe, Connaught Rangers, and a number of D.S.O.'s. In comparison with the results achieved these rewards may not appear magnificent, but they are in their way substantial, and, since the majority of those concerned are still in the running for further distinctions, need not be regarded as in any way conclusive.

From the Imperial standpoint the two expeditions have some points of similarity, inasmuch as in both cases refractory tribes were brought to book who have greatly hindered the work of local administrations. But in the case of the operations against the Lango, there had also to be wiped out the last traces of a bygone and very serious internal disorder in the shape of the Soudanese Mutiny in Uganda. There have been some evil consequences of that melancholy episode which cost us so many valuable lives, and the early history of which will be found in a deeply interesting volume called "African Incidents" (John Murray), constituting a memoir of the late Major Thruston, one of the first victims of the Revolt. After the mutineers had been dispersed and the Chiefs Kabarega and Mwanga had been captured in 1899, a number of the fugitive Soudanese found a refuge among the Langos, who live north of the Victoria Nyanza, and along the border of the Nile Province of the Uganda Protectorate. With the Lango Chiefs the mutineers contracted "blood-brotherhood," in which wounds are mutually inflicted and, apparently, a slight transfusion of blood effected. In 1900 the Langos, in combination with the mutineers, raided tribes under our protection, and became so troublesome that a punitive expedition was decided upon and despatched in 1901 under command of Major, now Lieutenant-Colonel, Delmé Radcliffe.

In a little campaign which lasted four months, the operations being greatly retarded by the high grass and by an outbreak of small-pox in the expedition, Colonel Delmé Radcliffe accomplished his purpose, crushed the remnant of the mutineers, and read the turbulent tribesmen a lesson they are not likely to forget. Much of his success was due to his formation of a little private intelligence department, through which he acquired from friendly Chiefs and others a mass of invaluable information enabling him to act with promptitude and effect. Without such precautions, the task of leading an expedition in which an epidemic had broken out, through a swampy country where the grass grew 9-ft. high, against an enemy not only warlike but well armed, might have ended in disastrous failure. Colonel Delmé Radcliffe is indeed to be congratulated on having applied to these minor but still significant operations that appreciation of the value of "Intelligence" to which, to quote a familiar and recent example, Lord Kitchener owed so much of the triumphant success of his advance on Khartoum.

A rather humorous side-light is thrown upon the Lango Expedition by the account of the manner in which the "blood-brotherhood" between the Soudanese and the Lango Chiefs was dissolved. Some of the latter were inclined to be friendly, but declared that they could not act contrary to the interests of their blood-brethren. The medical officer of the expedition, Dr. Bagshawe, was, however, fully equal to the occasion. With much solemnity he injected apomorphia in the cicatrices left by the blood-brotherhood rites, with the result that the friendly Chiefs were soon violently sick, and were easily persuaded that the spell of the previous ceremony was completely broken.

Turning to the Aro Expedition, here we find nearly 2,000 troops, of which 134 were Europeans, engaged under command of Lieutenant-Colonel Montanaro, who last winter was despatched by the High Commissioner to subjugate the powerful and troublesome Aros inhabiting the country between the Niger and the Cross River. The capital of the Aro tribe was Aro-Chuku, the centre of a noxious and cruel worship known as that of the "Long Ju-Ju Fetish." Mixed up with the latter was a brisk trade in slaves, and this, coupled with horrible massacres and repeated raids upon friendly tribes, made the Aros a very worthy object of condign punishment. With casualties amounting only to 13 Europeans wounded, 27 native soldiers and carriers killed, and 140 wounded, to which must be added 70 deaths from disease, Colonel Montanaro brilliantly accomplished a difficult and dangerous task. He stormed Aro-Chuku, blew up the Long Ju-Ju fetish, "corduroyed" the swamps round the capital, made roads and bridges, and captured 25,000 "war guns." The advance was made in four converging columns, and the low rate of casualties is attributed to constant and efficient scouting.

It is difficult to exaggerate the interest and importance of these two sets of operations, the one carried out in East Africa under the control of the Foreign Office, the other a Colonial Office campaign initiated and executed wholly by the West African Frontier Force. What will probably strike the casual reader as the most impressive feature of both these "little wars" is the great measure of responsibility which devolved upon officers who, in civilised warfare, would be occupying very subordinate posts, but whose conduct of really extended and serious operations could hardly have been surpassed had they been grizzled Major-Generals. It is the old tale of British capacity brought out by opportunity, coupled, of course, with the singular, and sometimes positively amazing, grip which the British officer, more especially of junior rank, habitually has upon almost every sort of native. What this faculty has already done for the expansion of our rule in Africa is beyond computation, but it is clear that there is still ample

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scope, both in the east and west of that weird continent, for the exercise of such peculiar talents as a certain class of British Army man undoubtedly possesses. Already, according to the Acting Commissioner of Uganda, the influence of Colonel Delmé Radcliffe throughout the Nile province of the Protectorate is unique, and we may be very sure that on the Niger Colonel Montanaro's name stands high among tribes which a few years ago had barely set eyes upon a white man. But both Langos and Aros are still at a very low level of civilisation and order, and it is pleasant to reflect that there are scores of subalterns, captains, and field-officers in waiting to complete, if necessary, the work begun by the leading spirits of the two expeditions to which we have made passing allusion.

The farewell speech delivered at Plymouth by Mr. Seddon was in many ways highly characteristic, but it must also be admitted that in some respects it rose to a rather higher level than the generality of this statesman's Coronation utterances. With the expansive Imperialism of the New Zealand Premier, with his apparent anxiety to keep us straight in the matter of the future of South Africa, and with his laudable conviction that New Zealand occupies a unique and altogether commanding position among the British Colonies, we are, or at any rate ought to be, tolerably familiar. But we confess we are rather more interested when Mr. Seddon talks, as he talked at Plymouth, very sensibly and directly, upon such matters as the formation of a council to advise upon Colonial questions, the desirableness of which is, as he remarks, being constantly and forcibly indicated. Mr. Seddon was quite right when he urged that it is impossible for Imperial statesmen to know the details of what is required for the development of the Colonies, and his suggestion of the analogous value of the Indian Council in the administration of Indian affairs was allowable, if a little strained. For there is a real difference between the government of India and the development of a self-governed Colony. It is quite conceivable that a carefully selected council of Colonial officials, or ex-officials, with a due representation of mercantile interests, would be extremely useful to a Colonial Secretary, especially if the latter happened to be a less able man than Mr. Chamberlain. But Mr. Seddon will pardon our saying that the prospect of being guided by an advisory council containing two or three members as forceful and as capable of resistance as Mr. Seddon himself might render it difficult for future Prime Ministers of Great Britain to provide the Colonial Office with a willing and competent Parliamentary head.

It is to be hoped that the uncertainty which exists in regard to the future of the Royal Canadian Regiment will soon be at an end, and there are many who would gladly see at least a portion of the regiment retained as a permanent organisation. One can understand that obstacles exist even to the suggested despatch of 400 men from the Canadian Regiment to garrison Esquimalt. But such obstacles should not be insuperable, and the retention of such a souvenir of Canada's assistance in South Africa would be a notable Imperial object-lesson to posterity.

THE GENERAL STAFF OF THE A. P. CAMP.

ALTHOUGH much has been written about the Colonial contingents who came over here for the Coronation, and were encamped in the Alexandra Park, little or nothing has been said of the General Staff of the camp. This little band of officers, drawn from all branches of the Service, were responsible for the order and discipline of the camp, and for the care, housing, and feeding of the Colonial troops. Every visitor to the camp was struck by the perfection of the arrangements, and innumerable articles have appeared praising the appearance of the men, the good discipline maintained, and the general orderliness of the camp. Indeed, everything and everybody has been praised, except the men responsible for the whole organisation. It is therefore with some degree of pride and with much pleasure that we present to our readers this week a group which contains all but a few of the officers who were appointed to organise and control the encampment.

The General Officer Commanding was Major-General T. A. Cooke. General Cooke, who is sixty years of age, joined the "Fighting Fifth" in 1862, and after serving in that regiment for some four years was transferred into the "Death or Glory Boys." He served in the Zulu Campaign of 1879, taking part in the battle of Ulundi, for his conduct in which he was mentioned in despatches and obtained the medal and clasp. From 1888 to 1890 he was a District Staff officer (1st class) in Bengal, and in the latter year became A.A.G. at headquarters in Bengal. In 1894 he was promoted to be Brigadier-General in India, and was appointed to the command of the Sind District, Bombay. He was promoted to his present rank in 1898. General Cooke's A.D.C. was Major C. J. Anstruther, who had belonged to his old regiment, the 17th Lancers. The chief Staff officer was Lieutenant-Colonel A. P. Penton (R.G.A.), now in command of Militia and Volunteer Artillery of the North-Eastern District. The Directorship of Entertainments was officially held by Lieutenant-Colonel J. L. Biggar (A.Q.M.G. Canada). Both these last-named officers were very popular with the troops, by reason of their previous association with Colonial forces. Captain G. I. Walsh (Leicestershire Regiment) was Adjutant, and Captain and Riding-master C. H. Burt (2nd Life Guards) was Adjutant of the mounted troops. Lieutenant and Quartermaster F. Field (A.S.C.) was Camp Quartermaster, Major Cowie, R.E., Division Officer Royal Engineers, Major S. C. Philson, Senior Medical Officer, and Captain R. J. Hamlin (A.O.D.), Chief Ordnance Officer. Many officers were appointed for general and special duties.

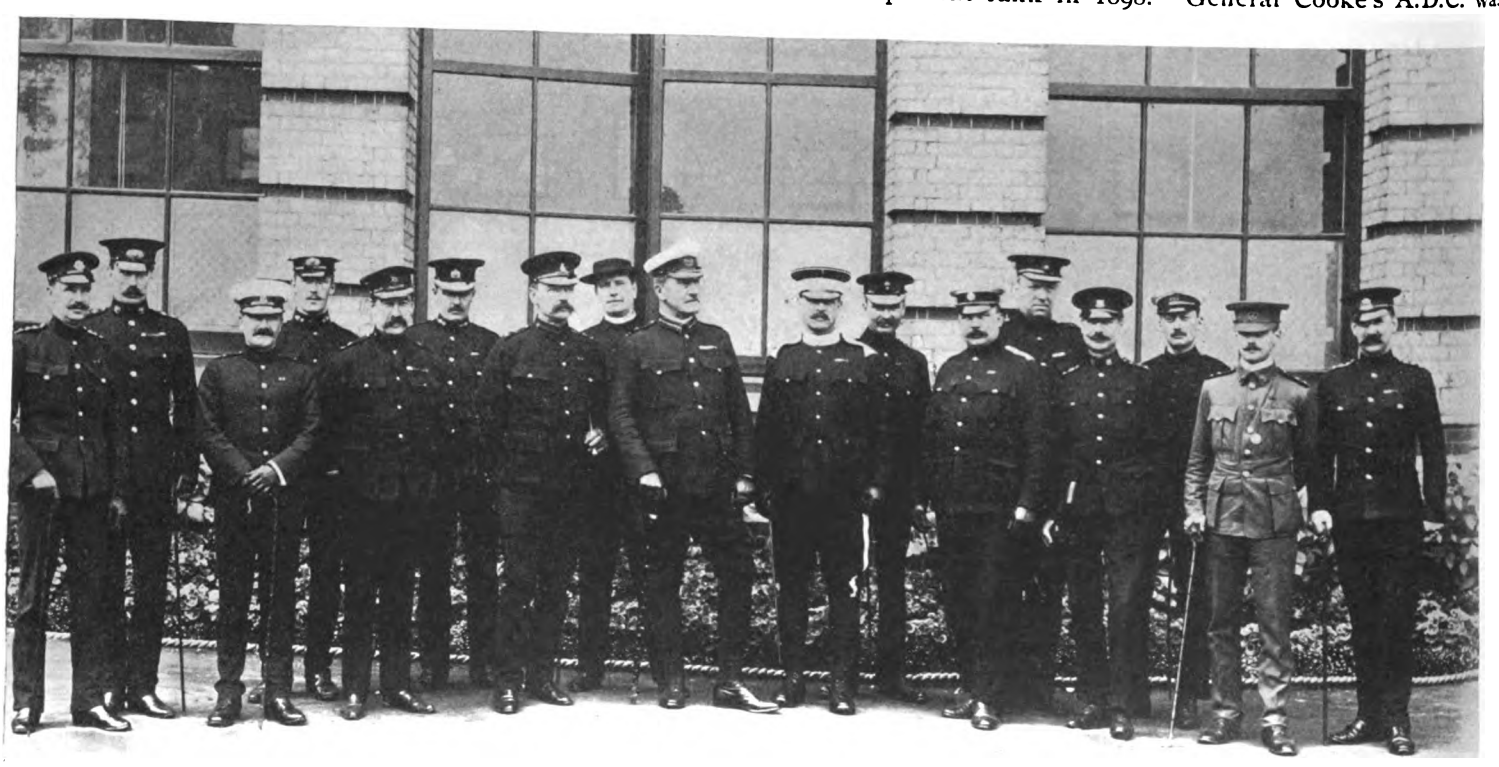

Photo. Copyright. OFFICERS OF THE GENERAL STAFF. *Helsby.*

Reading from left to right the names are: Capt. Graves, Capt. F. M. B. Hebbs, Major S. C. Philson, Capt. Fisher, Lieut.-Col. J. L. Biggar, Major Cowie, R.E., Lieut.-Col. A. P. Penton, the Chaplain, Major-Gen. T. A. Cooke, Major C. J. Anstruther, Capt. G. C. W. Heneage, Lieut. and Quartermaster F. Field, Major E. E. H. Atkin, Capt. R. J. Hamlin, Lieut. Lobb, Lieut. Falkner, and Capt. and Adjt. G. I. Walsh.

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A SPAHI SERGEANT.

THE NAVIES AND ARMIES OF THE WORLD.

A Weekly Causerie by David Hannay.

PINNACE, GERMAN NAVY.

THE story of Lieutenant-Colonel Saint-Rémy is, as Mr. Carlyle would have put it, "significant of much"—significant, among other things, of the extent to which the French Army has got into politics. Perhaps one ought to say has got back into politics. It has been there, more or less, ever since the earliest days of the Revolution. The insurgents did their best to draw it in by making use of the discontent of the soldiers, and most particularly of the non-commissioned officers, who had in many cases taken to reading the books of the liberal philosophers, and had heard a great deal about the equality of mankind. As they found the way to promotion blocked by the fact that commissions were reserved for men of noble birth, they were in a very rebellious mood, and some of them, notably the sergeants of the Garde Française, played a very prominent part in the earliest disorders in Paris. A little later on the French Army began to set the example of "pronunciamentos." The first Napoleon owed his power to the use of the bayonet in this fashion, and everybody knows that his nephew became Emperor by the identical same process. Still, it had been supposed that these disorderly times were over. Colonel Saint-Rémy's action inspires some doubt whether they may not return.

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The fault does not rest only, perhaps not mainly, with the Army and its officers. Much of the blame must rest on the political parties which have sought to use the military forces of the nation as a means of coercing the Republican Government. This is what has been at the back of all the crying of "Vive l'Armée!" which has gone on during the last few years. The result of it is that some of the weaker-headed among the officers have been besotted by flattery and have begun seriously to think that they have a mission to preserve the French tradition, the moral health of the nation, and a number of other sonorous fine words which, of course, mean anything the whim of the speaker chooses to make them mean. Hence this fine demonstration of the consciences of Colonel Saint-Rémy and Captain Lahurie, who felt it necessary to support the Christian religion by refusing to obey orders. Christianity is a much abused word, but it has rarely been worse employed than here. The French Government has done what has been, and is, done by all the Roman Catholic States in the world. It has made a law regulating the number and the rights of religious associations. Resistance is made to the application of the law, and the civil authorities have to deal with mob violence. As a matter of course they call upon the troops. Colonel Saint-Rémy could have obeyed without the least injury to his conscience. Nobody was to be hurt for being a Roman Catholic. He can only defend his refusal on grounds which would justify another officer for refusing to fire on strikers, or an English officer who happened to be a Radical and Home Ruler for declining to support the sheriff at an Irish eviction.

* * * *

But the most interesting features of the whole story are quite apart from the behaviour of this particular officer. The Court-martial clearly held, or was pleased to affect to hold, that no French officer is bound to obey the civil authorities. It arrived at this remarkable conclusion by the help of some rather outrageous quibbling, but it got there. It may safely be said that this is the most audacious claim ever advanced for an Army. On any rational principle an Army is the servant of the State. It makes neither war nor peace at its discretion, but fights or leaves off fighting as it is told. In domestic affairs it obeys the requisition of the authorities, and again does as it is told. On any other theory it is an independent force which is the master of the nation—and, as all experience proves, a very uncommonly bad one. Another point is the apparent weakness of the Government. Colonel Saint-Rémy has been put on the retired list, which implies that he keeps his pension. Now in any monarchical country in Europe he would assuredly have been struck off the list altogether. The King would have "no further need for his services." To allow him to go back to his regiment after being practically acquitted was, of course, impossible. Even the Court-martial at Nantes could hardly have believed it possible that this could happen. The astonishing thing is that he is allowed to retain any connection with the Army.

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It is astonishing from whatever point of view it is looked at. Some of the defenders of the Colonel have pointed out that the prefect made his requisition to the wrong quarter. He ought, it seems, according to the letter of the law, to have applied to the general commanding the Army Corps when he wanted the support of the troops. Well, supposing that to be so, according to the view taken by the Court-martial the general commanding the corps would have been free to provide them or not as he thought fit. He had not received an order from a military superior, and would have committed no military offence. Therefore, the Court-martial must have acquitted him. To whom is he responsible? If the Nantes Court-martial is right, the military officers can pick and choose as to what order they will obey, and what not, while all the State can do is to put its contumacious officer on half pay. Again, if the Republican Government can do no more than remove its rebellious servant from active service, it confesses that it is weaker than any other in Europe—or in the past. When Louis XIV. sent soldiers to Rome to bully the Pope, he would have made short work of any of his officers who had taken upon himself to talk of his conscience. The least that could have happened to the misguided man would have been to be sent to the Chateau d'If, or some other very unpleasant place, by a *lettre de cachet*.

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The moral of the whole story would seem to be the extreme difficulty found by a Republic in maintaining effective control over its military servants. In a monarchy the King is the recognised head of the Army, and its officers are his servants, liable to be dismissed by his mere personal will. But in the French Republic they seem to have fixed rights of which they cannot be deprived except by one particular process of law. Their judges are their comrades, and if they happen to be in sympathy with the offender can let him off with a nominal punishment. Now this is a state of things incompatible with the security of the Government. Macaulay has said truly that the soldier must be enslaved in the midst of freedom in order that others may be secure. Nothing can be more accurate. An armed force which is free to obey, or to disobey, the magistrate, must infallibly be a capricious and intolerable tyranny. It cannot be controlled, and it is liable to be swayed by passion and ignorance. Moreover, as the French officers are already supplied with reasons for understanding, this game of picking and choosing

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can be played by the ranks as well as by the staff. The subtle distinction between obeying a military order pure and simple and a requisition of the civil magistrate, is one which is not likely to influence the rank and file. They will simply look to the intelligible proposition that they are not to do things which they think wrong. As to what they will consider as deserving to be so described, it would be unsafe to make predictions. Besides, if the common soldiers take to splitting hairs after the manner of the Nantes Court-martial, they could make out quite a nice case for refusing to obey even the Minister of War. After all he only acts as member of a cabinet of civilians, and in the name of the head of the State, who is a civilian. Therefore the origin of the orders to be obeyed is always suspect, *teste* the Nantes Court-martial, and disobedience is a trifle. When it comes to this, as it conceivably may, the officers of the French Army may have some reason to regret the misplaced cleverness of their colleagues who tried Colonel Saint-Rémy.

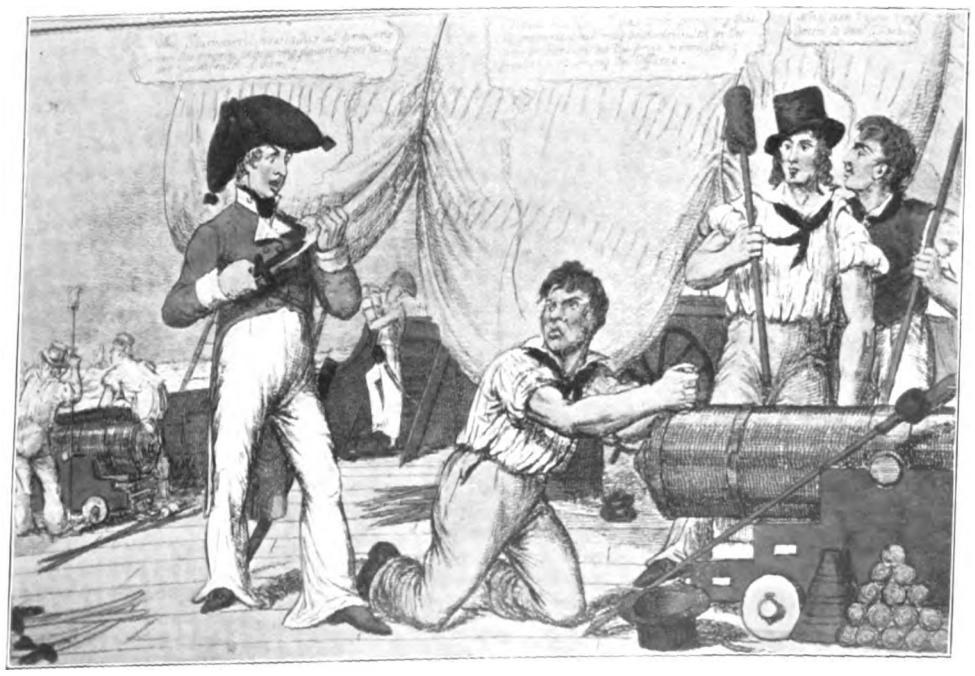
SOME NAVAL CARICATURES.

THE growth of the illustrated Press has led to the extinction of a most interesting feature in old-world literature—the political and social caricature or satirical print. A satirist to-day can hit at the foibles of the people, lampoon the Government, or caricature the Services in *Punch* or the illustrated society journals, but in the earlier part of the last century men had recourse to the kind of prints of which we have lately given a few samples on this page. The two here given deal with Naval themes which even nowadays are not altogether out of date.

The press-gang scene has a quaint spice of humour about it which lifts it above the common ruck. The real "seaman," who claims to belong to the St. James's end of the town, but is obviously from St. Giles's, is protesting most vigorously against his impressment. The officer in charge of the gang, to whom he appeals, is evidently quite aware of his pretension to the title of a "gentleman," and he confidently assures the fellow that he is just the sort of man the Navy wants, for such a lot of blackguards have lately been impressed that gentlemen are wanted to teach them manners. To cap all this, however, is the discovery by the buxom lassie standing behind the officer that the "gentleman" is Tom Treacle, the ginger-bread man. Her mother very appropriately remarks: "They'll soon take the gold off his ginger-bread, I warrant me."

THE OLD-TIME PRESS-GANG.
The protest of a "gentleman" against his impressment.

The other picture deals with the subject of "Equity," but from the standpoint of the sailor on board ship. The officer on the left-hand side has discovered one of his men at prayers shortly after the order has been given to clear ship for action. He naturally jumps to the conclusion that the man is afraid, and this insinuation the man indignantly repudiates. "Afraid!" he exclaims. "No! I was only praying that the enemy's shot may be distributed in the same proportion as the prize-money, the greater part among the officers." It is small wonder that the officer looks surprised; mayhap he has also overheard the whispered remark of the man on the right: "Why don't you say 'Amen' to that, Tom?"



THE SAILOR'S PRAYER BEFORE BATTLE.
A fo'c's'le hand who wants equity, in danger and prize-money.
From old Prints.

This is certainly a somewhat one-sided view of the matter, and it is not likely that such remarks would be made by a fo'c's'le hand to-day, for the men have come to trust their officers more fully than was the case in those olden times, there is more real *camaraderie*, and the men realise to a much greater extent the heavy responsibilities which rest on their superiors, responsibilities which were none the less onerous in the good old days, but which were appreciably lightened by the contemplation of a goodly sum of prize-money due at the end of a long and arduous cruise.

In the present piping times of peace there is seldom a chance of making prize-money except by the capture of slavers, but the officers' duties are just as heavy, if not more so.

The evils — one would almost say unmitigated evils—of the press-gang were rightly exclaimed against, and the many prints still extant go far to show what was the opinion of the "masses" as to the rights and wrongs of the then common method of replenishing the crews of the men-of-war. On a different plane, however, it was nothing more nor less than conscription, the continental conscription of to-day, with this difference—that the real seamen of that time realised its necessity, and so did many landsmen.

We were fighting, and fighting hard. Men were falling fast every day in some part or another, and men had to be found to defend our shores. Perhaps in the next Naval war we shall establish a Naval C.I.V. Who knows? We might do worse.

It must be admitted that the anonymous authors of these caricatures had a prettier wit than "Navalis," "Nauticus," and some other of the writers who help to fill the pages of certain of our cheaper contemporaries during that intensely interesting "silly season" discussion, "Is the Navy Ready?"

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THE 26th MIDDLESEX (CYCLISTS) V.R.C.

FROM a military point of view cyclists undoubtedly have their limitations. An expert rider could, at a pinch, perhaps use a revolver with some effect while mounted, but to all intents and purposes a mounted cyclist is an unarmed man, and his only means of defence in case of attack would lie in his physical capability of getting out of range as expeditiously as possible. Although a few have been used in South Africa (mainly as despatch bearers), military cyclists may be considered as practically an untried body, and therefore expert soldiers, even though they be generals commanding garrisons, can only gauge approximately the usefulness in warfare of this new arm of the Service.

Another limitation to the usefulness of a cyclist is the fact that he is quite powerless unless he has a good road to ride upon. This is a serious disadvantage, from which, however, we may draw two conclusions—firstly, that cyclists would reach their maximum value as a defensive force for these islands; and, secondly, that in this capacity they would be of considerable service. There are obviously many ways in which a body of cyclists could be used in England in the event of invasion. For instance, it could take the place of cavalry in forming a screen to cover a general advance; and, again, it would be extremely valuable as a flying column told off to seize some advanced post, such as a bridge, and hold it pending the arrival of the main body.

Army cycling is a comparatively new feature, but in the Volunteer Force cyclists have been recognised and encouraged for some considerable time. Most battalions have their cyclist companies or sections, but the 26th Middlesex consists entirely of cyclists, and thus enjoys the distinction of being the most mobile battalion in the force.

The regiment dates from April 1, 1888. In the previous year, Lieutenant-Colonel A. R. Savile, of the Royal Irish Regiment, who was at the time attached to the Staff College, made certain experiments in the employment of cyclists as mounted infantry. These experiments were judged to be successful, and the formation of the 26th Middlesex was the direct outcome. Major Hewett, of the Carabiniers, was the first commanding officer, and the regiment was attached to the Inns of Court Rifles, otherwise the "Devil's Own." Colonel Savile (who at that time was a major) joined as second in command, and became commanding officer two years later. He was succeeded in 1892 by Major Holmes, who gave place to the present commandant, Major C. E. Liles, in 1895. Major Liles is a well-known racing cyclist, and held in 1880 the Mile Amateur Championship.

The Duke of Cambridge inspected the new regiment on the Easter Monday after its formation. The ceremony took place at Dover, on the conclusion of an Easter ride which is still mentioned with bated breath by the survivors. The first official inspection took place at St. George's Barracks in the following year. General Stracey, the first commanding officer of the South London Volunteer Brigade, was the inspecting officer, and he hit upon an extremely original plan of testing efficiency. The men were sent out in couples with the object of despatching telegrams at a given time from various metropolitan post-offices, and endeavouring to get back to the barracks before they were delivered. Whether General Stracey's faith in the authorities at St. Martin's-le-Grand received a shock is not on record, but the fact remains that the men all got back before the telegrams.

FOUR-FEET-EIGHT.

The smallest bugler in the regiment.

The original authorised strength was 121. It has since been raised to 200, and the actual strength is now 175. The battalion is divided into three troops, each of which is commanded by a captain, supported by four lieutenants.

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A GROUP OF OFFICERS.

Reading from left to right the names are—Standing: Second Lieut. Culverwell, Lieut. Grant, Lieut. Baly, and Lieut Sharples. Sitting: Maj. Gilbertson-Smith, Major Liles, and Captain Stenning.

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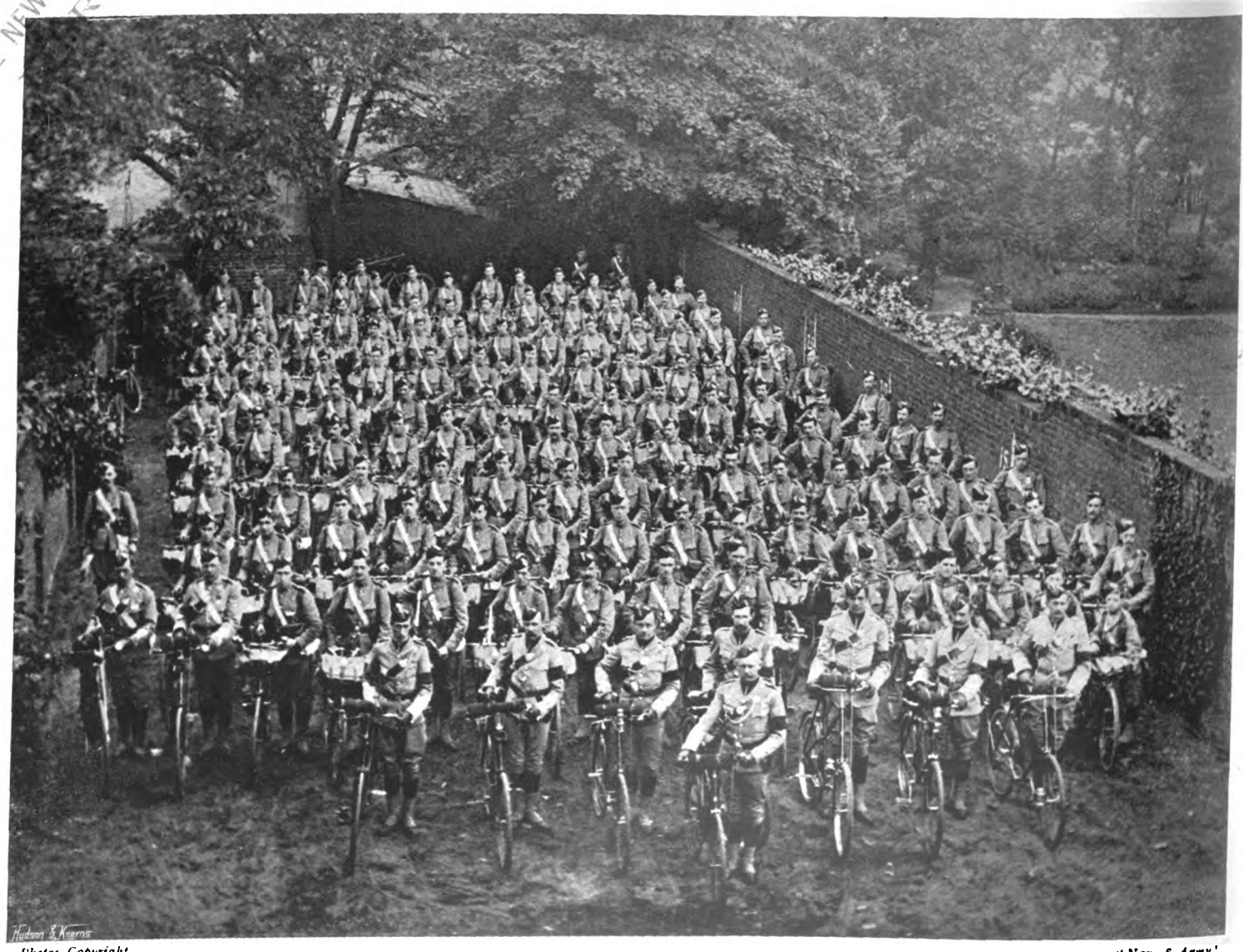
THE SERGEANTS.

Promotion in such a corps means real efficiency.



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THE ESSENCE OF MOBILITY.

The 26th Middlesex (Cyclists) Volunteer Rifles on Parade.

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The commandant holds the rank of major, as also does his adjutant. The uniform, which is exceptionally handsome, is officially described as "Austrian grey with red facings." These colours were originally worn by a celebrated cavalry regiment in Wellington's time. The rifle is attached to the cycle by one clip, which grips it by the small of the butt, the muzzle resting on the handle-bars. This arrangement allows of easy and expeditious detachment, which would be an important matter in the event of a surprise.

After its connection with the Inns of Court Rifles, the regiment was attached for several years to the 12th Middlesex (Civil Service) Rifles, but the connection was purely nominal. In the recent reshuffling of the brigades it has been attached to the 2nd (South) Middlesex.

The headquarters are now at 69, Lillie Road, West Brompton. What was originally a private residence has been converted into a very compact and comfortable rendezvous. There is a large garden, which has been partially made into a drill shed. In addition to this the accommodation includes a canteen, with miniature billiard-table, officers' and sergeants' mess-rooms, orderly-room, armoury and Morris-tube range. The upper part of the house is occupied residentially by the sergeant-major.

One of the most attractive features of the regimental routine is the series of mobilisation marches. These marches occur once a month during summer. All necessaries, including blankets, are carried, and for twenty-four hours the regiment is independent of everything except water.

The 26th Middlesex has been well represented in South Africa. Nine men went with the C.I.V. As only thirty members of the regiment complied with the conditions as to age, etc., this proportion was very creditable. In addition, twelve men have served with the Imperial Yeomanry.

The gun section, of which the corps is particularly proud, has only reached its present efficient state after a process of evolution extending over five or six years.

The original weapon was a Maxim. This was found to be too heavy for cycle transport, so a motor cycle was employed. This, however, proved unsatisfactory. The present weapon is a Colt, which is less cumbersome than a Maxim and much lighter. There is no water-jacket, so the gun is practically solid steel. Sergeant Rule, who commands the section, has recently patented a system of traction by means of bamboo towing rods, and this has been found to meet the requirements perfectly. The section consists of two teams of three men each, and a sergeant. On good roads the gun can easily be drawn by two men. Sergeant Rule's section has recently become quite a recognised feature of the Royal Military Tournament at the Agricultural Hall, where displays have been given in three consecutive years.

All members of the regiment, and especially the non-commissioned officers, are supposed to know something about signalling. Major Gilbertson-Smith, the adjutant, has recently been appointed brigade signalling officer, and Sergeant Frank Summers, since the photograph here reproduced was taken, has received the appointment of colour-sergeant of the brigade of signallers. A signalling waggon is employed to carry the more cumbersome apparatus, and it may be mentioned that the corps also possesses a cycle ambulance. This accompanies the battalion on its numerous outings, and in the absence of casualties it is not infrequently used as a means of light transport.

The 26th Middlesex, perhaps to a greater degree than any other London Volunteer corps, practises constantly with other battalions. Major Liles is very skilful in sketching out little schemes of operations, which not only resolve themselves into valuable tactical exercises, but also transform an ordinary Saturday afternoon battalion drill into a pleasant outing. In these manœuvres the cyclists of the 2nd (Hertfordshire) Volunteer Battalion of the Bedfordshire Regiment frequently act as the enemy, and the extreme mobility of the opposing forces occasionally causes the operations to extend over four counties.

One of the most notable of these outings took place in the spring. The 26th Middlesex on this occasion acted in unison with the cyclists of the Civil Service Rifles and the Bedfords.

THE EYES OF THE REGIMENT.

A signalling station on the alert.

The column was quartered for four days at Windsor, and during that time almost every branch of cyclist work was practised, under the command of Major Liles, who, as a rule, acted as umpire.

Perhaps the most important event in the eyes of Volunteer cyclists is the annual competition for the Wolseley Challenge Cup. This is a combined test of endurance and accuracy in firing. A distance of forty miles has to be covered in four hours before any shooting is done, and this is no mean task when the weight of the rifle and the varying discomforts of the equipment are taken into consideration. Moreover, the ride is an undoubted test of one's machine. This fact was fully realised by more than one of the twenty-six competing teams in this year's competition, which took place on July 5. Owing to the gritty state of the roads punctures were innumerable, but only three teams failed to cover the distance in the specified time. Considering the tropical state of the weather, the firing, which subsequently took place at the 600-yds. range, was most creditable.

It is perhaps scarcely to be expected that the authorities should grant any considerable subsidy to cyclists in the service, but the present grant, depending upon the maintenance of a specified strength, does not cover the loss by wear and tear of a private machine used on military service.

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"MILITARY MILLINERY."

By KNIGHT TEMPLAR.

"FINE feathers make fine birds" is a well-known proverb, and one that has been acted on by the warrior caste of all countries and all ages, save, perhaps, our recent foemen in South Africa, whose adornment has certainly not been "outwardly of the person." Old pictures show us the splendour of military uniforms, from the haughty legionary of the Imperial Cæsars, followed by the knights and barons of the days of chivalry, the exquisites of the French kings—the "Grande Monarque" and his great-grandson—down to the dandies of Waterloo and even later times. And these martial trappings have not been confined to the soldiery of civilised nations; for does not the "brave" of the various savage tribes put on his war-paint and deck himself with feathers before going on the warpath?

But these are utilitarian days, and the tendency of the age is to abolish all mere ornament and to substitute more workaday things in its place. Hence a recent Army Order has gone forth that for the present—*i.e.*, until some other officer with sartorial inclinations comes to the War Office—the British Army is, on all ordinary occasions, to be clothed in a garb differing from that worn by convicts chiefly by the absence of the broad arrow; the absence of this badge being all the more remarkable, as with the letters "W. D." it marks all War Department property.

Those who manage the affairs of our Army appear sometimes almost oblivious of the influence which sentiment has upon things military. In regard to this very question of dress, Lord Wolseley wrote years ago in his "Soldier's Pocket-Book":

"The Guardsman reduced to a Linesman is not the fine Guardsman any longer. Take the best Rifle Battalion and clothe it in red, it would soon cease to be the dashing body of skirmishers it is now."

At this juncture then in "Military Millinery" it may not be uninteresting to review briefly some of the distinctions in the uniforms of the various regiments which still remain to them.

Beginning with the Cavalry, a Dragoon in his scarlet tunic can be distinguished from a Lancer or Hussar, who wears blue; exceptions to the rule being the 6th Dragoon Guards (Carabiniers), who have a blue tunic, while the 16th Lancers have scarlet, thus gaining the nickname of the "Red Lancers." Hussars can always be known by the double stripe down their overalls instead of the single broad one worn by Dragoons and Lancers. Hussars, moreover, have no facings, though the 3rd have scarlet collars and the 13th buff.

In the Artillery, the horse gunner can be recognised from his brethren of the field or garrison branches by his jacket, braided with yellow, and by his busby with scarlet busby-bag, the other branches wearing a blue tunic and helmet.

The uniform of the four regiments of the Brigade of Guards is fashioned on the same general lines, but has many small differences to the eye of the initiated. In the first place, the buttons on the tunic or jacket are equidistant in the Grenadier, in pairs in the Coldstream, in threes in the Scots, and in fours in the Irish Guards. Again, the Grenadiers have a white plume in their bearskins and a scarlet band round their forage caps, the Coldstreamers a red plume and white band, the Scots no plume and a diced—*i.e.*, checked—border on their caps, and the Irish a blue plume and a green band. Turning to the Infantry of the Line, we find Fusiliers are easily known by their busbies, which resemble the Guards' bearskins, and by their badge of a grenade on the collar and shoulder-straps. Light Infantry have as a badge a bugle, and wear helmets and caps of green instead of the usual dark blue. The doublets, kilts, and feather bonnets of the Highlanders are familiar to all, while the lowland Scotch regiments also have the doublet instead of the tunic, and wear trews. All Scotch regiments have a diced border to their Glengarry caps, except the Black Watch and Scottish Rifles. This last-named regiment and the Highland Light Infantry still wear the old-fashioned shako. The four Rifle regiments are readily distinguished by their dark green uniforms. In former days many regiments had distinctive facings, but since the introduction of the Territorial System in 1881 the rule has been for Royal regiments to wear blue, English and Welsh white, Scotch yellow, and Irish green facings, though lately this rule has been departed from, and some few regiments have had their old facings restored to them.

The Army Service Corps can be at once told by its neat blue uniform with white facings, and double white stripe with light blue went on trousers and round the forage cap; while the Geneva badge of the red cross on white ground, which all ranks wear on their right arm, at once marks the men of the Royal Army Medical Corps.

In a short article like this it is impossible to notice all the special badges which different regiments have, and it must suffice to name a few, while those who would learn more can find all they want on the subject in "The Records and Badges of the British Army," published by Gale and Polden. The Royal Dragoons and Scots Greys have each a French eagle, commemorative of standards captured at Waterloo, that of the Royals being the eagle of the 105th Regiment of the Line taken by Captain Clarke, while the Greys' was captured by Sergeant Ewart from the 45th Regiment. The 14th Hussars also wear an eagle, but their bird is of Prussian origin, and is in memory of the wife of the Duke of York, who was Princess Royal of Prussia, and whose name the regiment bore in 1797. The 17th Lancers have a silver Death's-head with the words "Or Glory," suggestive of the gallant Lancers' choice. The 19th Hussars wear an elephant, which they have inherited from a former 19th Light Dragoon regiment, who gained it in memory of Assaye. An elephant is also the badge of the West Riding Regiment and the Connaught Rangers.

In the Brigade of Guards, the grenade denotes the Grenadiers, the rose the Coldstream, the thistle the Scots, and the shamrock the Irish Guards. Many regiments have as a badge the arms of the county to which they belong; thus the South and North Stafford Regiments have the Staffordshire Knot, and the Duke of Cornwall's Light Infantry the "One and All" badge (fifteen gold balls on a black shield) of that county. Several regiments have the Sphinx with the word "Egypt," commemorating their service there under Abercromby in 1801. The Queen's (Royal West Surrey Regiment) wear the Paschal Lamb, the crest of the House of Braganza, the regiment having been raised to garrison Tangier, part of the dowry of Catherine of Braganza, wife of Charles II. The Oxford Light Infantry wear an edgeless button on the collar. The Royal Welsh Fusiliers have a reminiscence of the old days of hair powder and pigtails in the "flash," a bow of black silk, which their officers and staff-sergeants wear on the back of the collar of the tunic. The sergeants of the Somerset Light Infantry have the peculiar honour of wearing their sashes over the left shoulder, in memory of the fact that at Culloden every officer was killed or wounded.

The different ranks of non-commissioned officers and men are denoted by the chevrons worn on the right arm. Until 1881 certain regiments wore them on both arms; but in the early part of that year some War Office reformer effected a small economy, at the expense of disgusting the non-commissioned officers of the regiments concerned, by depriving these regiments of this privilege. These chevrons are of gold in all arms of the Service, except the infantry, in which the ranks below sergeant wear white worsted. The non-commissioned officers of the Household Cavalry have no chevrons in full dress, as they are distinguished by aiguillettes.

Warrant officers—*e.g.*, sergeant-major and bandmaster—do not wear stripes; the former has a crown and the latter a lyre on the cuff. The higher ranks of non-commissioned officers have four stripes, with the point upwards, on the forearm. Squadron and battery sergeant-majors, and quartermaster-sergeants, and colour-sergeants wear three stripes above the elbow, with a crown over them, sergeants and lance-sergeants have three stripes, corporals two, and bombardiers and lance-corporals one.

These stripes must not be confused with those on the left forearm, which are good conduct badges, for each of which the soldier gets a penny a day. Other badges are worn, denoting the appointment the wearer is holding; thus trumpeters have crossed trumpets; drummers and buglers a drum and bugle respectively; farriers and shoeing smiths a horse-shoe; rough-riders, a spur; wheelers, a wheel; and so on. Prizes for skill at arms are, like good conduct badges, worn on the left arm, such as crossed swords or lances by qualified swordsmen and lancers, crossed rifles or carbines by marksmen, and crossed flags by signallers.

From the foregoing slight sketch it will be seen that, although to the civilian eye all men wearing the scarlet, blue, or green of His Majesty's Army may be only "sojers," and all classed together under that generic name, yet to one having any knowledge of the subject every strip of gold lace, every button or badge, has its meaning and generally its history—often a history written in blood, and hallowed by sentiment, and for the honour of which men have faced death with unfaltering courage. Let those who would do away with these cherished emblems make themselves acquainted with their meaning as inscribed in the records of our regiments before they indulge in cheap sneers at "Military Millinery."

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DEFENCE, NOT DEFIANCE.

Citizen Soldiers in Town and Country.

By TRAINBAND.

OFFICERS, ROBIN HOOD RIFLES.

OFFICER, ROBIN HOOD RIFLES.

DISCIPLINE is, perhaps not unjustly, generally regarded as the weakest link in the chain of our Volunteer system. Under ordinary conditions things as a rule work smoothly enough, but an extra strain is unhappily more than the Volunteer chain can always bear. Fortunately the civil relations between members and ranks rarely exert any adverse influence, even when, as is sometimes the case, those usually prevailing are reversed on the members meeting in their military capacity. A somewhat strange incident, not without its humorous side, which recently occurred may be cited in illustration. The commanding officer of a certain Volunteer corps, which need not here be more distinctly specified, was some time ago seized with a desire to gain literary as well as military laurels. He therefore devoted much of his leisure to the production of a novel, which has lately appeared. In the customary manner a copy of the work was sent to various newspapers for review. Now, it happens that a junior officer in the same battalion is a journalist by profession, and by chance the editor of a periodical, to which he is an occasional contributor, handed over the volume to him for criticism. The same afternoon this officer met his colonel and unadvisedly informed him that he was to review the book. No one will be surprised to hear that it received a favourable notice. But it was evidently not favourable enough to gratify the gallant colonel, who at the conclusion of the next parade after its appearance sent for the officer who had written the review and rather forcibly explained to him that he had a poor opinion of his junior's ability as a judge of literary merit.

Although the journalist undoubtedly made a mistake in informing his chief that he was to review the book, the colonel also as certainly displayed a lamentable lack of *savoir faire* in alluding to the matter as he did. It is satisfactory to know that the junior officer in no way lost his temper or failed to recognise that at the moment they were at the headquarters of their corps, and that the relationship of military seniority should be observed. It is pretty certain, however, that had the colonel ventured on his remarks outside the pale of the precincts of headquarters the junior officer would have very clearly demonstrated that it was not usual for journals of standing to always accept an author's estimate of the merit of his own work. The story has merely been told to show how a momentary forgetfulness of the circumstances under which two Volunteer officers are in communication could very easily lead to a speech which, quite permissible elsewhere, might at the time suggest insubordination. Good sense and the exercise of a little self-control, however, generally succeed in preventing friction or unpleasantness amongst the officers.

The delay in the issue of the new drill book in the spring of this year caused a certain number of Volunteer battalions to adhere to the old system of drill until after their annual inspection. By this time, however, all corps have had some little experience in the new methods of movement, and it is pleasant to learn that in nearly all cases the changes have been favourably received. Without any doubt the abolition of the old fetish "Front" is of incalculable benefit. A retired Volunteer officer who commanded a battalion for several years, and who has some reputation as a *raconteur*, told an anecdote the other day indicative of the absolute ignorance of both the meaning of the word and of military discipline which characterised the Volunteer Force in its earliest days. A certain corps in which the officer responsible for the story then held a very subordinate position assembled for its first battalion parade. The colonel put the battalion through a few movements to the best of his ability, and was about to proceed with another, of which he gave the detail incorrectly. The sergeant-major, therefore, went up to him, saluted, and said, "I beg your pardon, sir, but the rear rank is in front." In reply, it is feared, the colonel ventured on an untruth, for he said, "I know that," but for additional safety asked, "But are not rear rank men as good as front rank?"—a remark which elicited loud applause from the rear rank!

A writer whose *nom de guerre* has been familiar to newspaper readers during the past three years or so, has this month returned to the charge regarding the degeneracy of the English nation, and this time he reiterates his conviction that the British Empire is doomed. He still allows, however, that there is one hope of salvation, and that he considers to exist in the enforcement of compulsory military service. Now, this is a subject that requires to be approached with considerable caution. The writer to whom reference has been made does not hesitate to sneer at the work performed in South Africa by the Yeomanry and Volunteers—the "five-bob-a-day cripples" as he terms the former. It is not by any means sought to prove that there were no errors committed by, nor individual unsatisfactoriness displayed by members of, these Forces. The same allowance, nevertheless, would have to be made by the staunchest admirer of the Regular Army. Yet on all hands it is acknowledged that the general conduct of British troops during the late campaign was beyond all praise, and there has been ample testimony from experienced Army officers to show that the Auxiliary Forces are well entitled to their share of appreciation. The enforcement of conscription in the United Kingdom would necessarily be fraught with unusual difficulties. That it would strengthen the defensive Army of the country and generally improve the rising manhood of the nation must certainly be admitted. But unless such a scheme as one which would not be tolerated were carried out it is difficult to see how an adequate supply of recruits is to be obtained for our peace Army in India, South Africa, Egypt, and our numerous oversea coaling stations. This last, however, is at present a difficulty that does not quite come under the consideration of Yeomanry and Volunteers as such. In the meanwhile it is not irrelevant to remind readers that when lately distributing war medals to the Montgomeryshire Imperial Yeomanry, Lord Kitchener impressed on the recipients of these medals the great importance of not forgetting what they had learnt in the school of actual war, and asserted that it was most essential that they should keep up their proficiency in all military training. Similarly a retired officer, who was a prominent upholder of the Volunteer Movement for nearly forty years, strongly urges members of the Force not to resign, if they can by any means avoid doing so, for he not unjustly thinks that a considerably larger, yet not less efficient, Volunteer Force than at present exists would altogether remove the demand for enforcing military service. Whatever its advantages, it cannot be denied that compulsory service is not likely to be favourably regarded by the bulk of the nation.

As a Course at the School of Musketry, Hythe, for officers and non-commissioned officers of Volunteers is now being held, it is appropriate to call attention to an anomaly which exists with respect to Hythe certificates. Under ordinary circumstances Volunteers attending any course of instruction draw the pay and allowances of their rank. If, however, a sergeant who has gone through Hythe and obtained a certificate subsequently accepts a commission in the Volunteer Force, he has to go through another course at the School of Musketry in order to be entitled to the (H) against his name in the Army List, but

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during this second course he receives no pay. Now this regulation is obviously unreasonable. If there is assumed to be no difference in the standard exacted for an officer and non-commissioned officer, then a promoted sergeant should not be required to again attend the school at Hythe. If, on the other hand, a difference does exist, then surely when he again desires to qualify for the (H) he should be treated exactly on the same terms as any other officer. The regulation is rendered the more strange, as it does not coincide with that in force in respect of the proficiency certificates. If a Volunteer sergeant passes the board and gains a certificate similar to that granted to an officer, he is credited with it; and, if he becomes an officer, the letter p is appended to his name in the Army List. If, however, he subsequently proceeds to a school of instruction he is not deprived of pay, because he is already in possession of a sergeant's certificate. It is to be trusted that this obvious injustice may be remedied without delay.

THE GUERNSEY MILITIA.

THERE is a rhythm in the sound of the four consecutive names Guernsey, Jersey, Alderney, and Sark, that causes them to remain clear in the memory long after other more important matter, similarly learnt in the schoolroom, is completely forgotten. Also included in the Channel Islands administration is the little isle of Herm, but its name is somehow by no means so familiar to the general public. These islands are the only portions of the Dukedom of Normandy now belonging to England, to which they have been attached ever since the Conquest. It therefore will be recognised as particularly appropriate that so distinctly an ancient and constitutional force as the Militia should be well represented in the Channel Islands. The local Militia of the islands when formed adopted and preserved a parochial organisation until comparatively recent times. As far back as the fifteenth century efforts were made by Henry VII. to popularise the force in Guernsey.

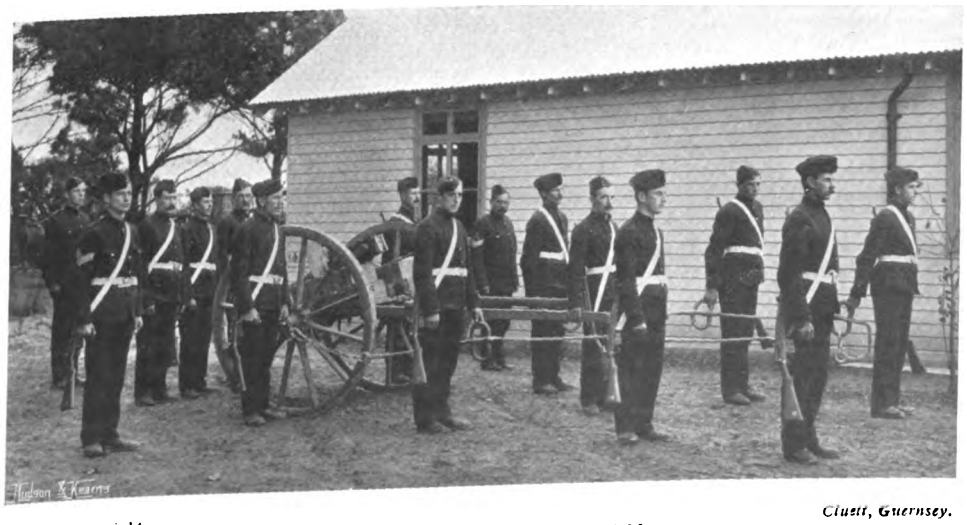
1ST BATT. GUERNSEY L.I. MILITIA.
Sergeant-Major and Non-Commissioned Officers of the Corps.

The Channel Islands, indeed, still have nominally compulsory military service within their own limits. By the old laws of Guernsey all the male population from the age of sixteen to sixty are obliged to serve, but for many years the custom of paying exemption fines was rather largely carried out. By law the service extends not only to the islanders by descent, and those born in the island during the residence of their parents, but to all persons who derive income from any employment or trade carried on in the island.

The extent of this service is, legally, that each man should provide himself with arms and ammunition, attend drill when required, keep watch and guard round the island, keep the garrison when no troops of the Regular Army are there stationed, and perform all other service in connection with local defence. For many years, however, all the arms and equipment were supplied by Government, and some three years ago the Militia of the Channel Islands was in nearly all respects brought under the Militia regulations which apply to the United Kingdom, and therefore but a small number of the inhabitants are actually serving. The Militia is under the command of the Lieutenant-Governor, who is always an Army officer of high rank. The 1st Battalion of the Royal Guernsey Light Infantry Militia has a strength of about 480 men. The annual training usually takes place about the end of September, at the time when the season is rather slack for the men, who are largely employed on the fruit and flower farms for which the Channel Islands are so famous. The training lasts for a period of thirteen days. During the winter, however, certain drills are held, which are voluntarily attended by the men. The system pursued, therefore, may be regarded as a kind of combination of that in force for the Militia in England with that under which the Volunteers serve. Up to the present this arrangement has been found to answer remarkably well. The 1st Battalion of the Infantry Militia is particularly smart at drill. The uniform is similar to that of our Line regiments—scarlet tunic, with the blue facings common to all regiments designated "Royal," and the badge of a bugle, a distinguishing mark of Light Infantry, as also is the dark green, instead of blue, forage cap. The annual training is carried out at a permanent camp near Beauchamp, in the centre of the island. This camp is probably, in many respects, the finest standing camp in our dominions. A noticeable feature is the sleeping accommodation, in which a cubicle is allotted to each man. This system, it will be remembered, has been strongly advocated for general adoption in all recent schemes of Army reform.

The Active Militia of Guernsey therefore carry on their military training under very pleasant conditions. Although there are some few exceptions, by far the greater number of the men understand and speak English, and it is almost needless to say that their instruction and the words of command are always given in this language. A very successful section of the 1st Battalion of the Guernsey Light Infantry is that furnished by the Maxim-gun detachment. Some time ago six Maxim guns were purchased for the use of the Island Militia, and two of these weapons are in the possession of the 1st Battalion. One of these gun detachments is shown in the accompanying illustration. The Guernsey Light Infantry Militia is interesting from the continuity of its history, and the liability of all the male inhabitants of the island to military service is a fact to which attention is frequently directed whenever the controversy regarding the advisability of enforcing conscription in England is revived. It has been explained, however, that in actual practice the military working of the Militia in the Channel Islands is almost identical with that carried on in the United Kingdom. It will be understood that this refers only to the Active Militia. In Guernsey there exists also a large Militia Reserve, which, however, would probably not be called up except in the event of emergency.

Of the other corps of Militia in the island, it may be mentioned that there is one under the combined title of Artillery and Engineers, and a second battalion, of about equal strength with that of the 1st Battalion Light Infantry, of which we have chiefly spoken, and of which the illustration are furnished.



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A USEFUL ACQUISITION.
Maxim gun with detachment of Guernsey Militia.

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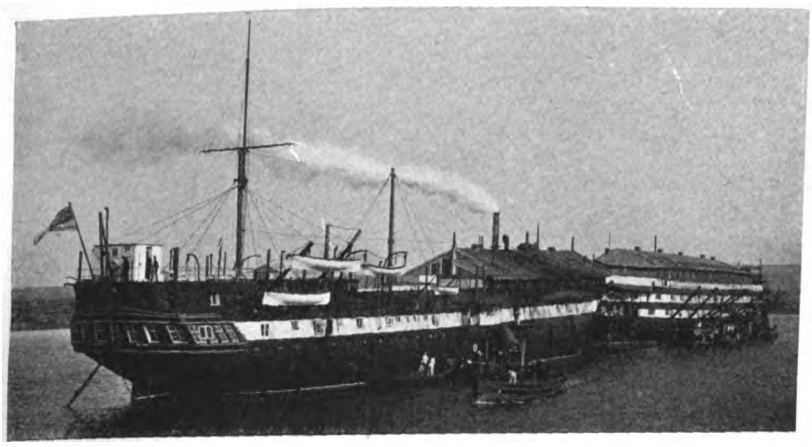

THE "VERNON" TORPEDO SCHOOL AT PORTSMOUTH.

BATTLE-SHIPS OFF THE SCILLIES.

THE SEA-POWER OF THE NATIONS.

A Record of Policy and Progress from Week to Week.

By JOHN LEYLAND.

THE recent appointment of new superintendents at the principal dockyards, and the adoption of a fresh policy by the Admiralty in relation to the completion of vessels, make the present a suitable occasion for a consideration of the condition in regard to advancement of the work now in hand in the state establishments and private yards. It is, of course, of the utmost importance that the officers chosen for the high position of dockyard superintendents should be men of great experience and business capacity, and, though the Admiralty has not been invariably fortunate, there is good reason to hope that the new appointments will prove for the public good. Rear-Admiral W. H. Henderson not long since took over the duties of Admiral-Superintendent at Devonport, and more recently Rear-Admiral R. F. H. Henderson, who has had considerable dockyard experience, has succeeded Rear-Admiral Aldrich at Portsmouth. After three years of very successful work at Chatham, Rear-Admiral Swinton C. Holland has been succeeded by Rear-Admiral R. W. Craigie, and Captain G. W. Russell has taken up the duties of Captain-Superintendent at Pembroke, on the promotion to flag rank of his predecessor, Captain C. J. Barlow. The change of policy alluded to is the decision of the Admiralty that the private firms which have built vessels shall carry them forward to completion, and make them ready, except for their stores and companies, for commission. The arrangement so far has been applied only to the *County* class of armoured cruisers, and there will be a consequent reduction in the cost of the new vessels, while the results can scarcely fail to be just as good as under the old system, which is not necessary in the present efficient condition of private building yards. There will also be the advantage that, while the resources of these are more fully utilised, those of the dockyards will be made available for other work, and we may therefore hope to witness a very desirable acceleration in the progress of vessels, and perhaps a greater constructive output.

I do not propose to enter into the vexed question as to what has brought about the most unfortunate delay. The Lords of the Admiralty lacked neither enterprise nor understanding of the work before them, but they were confronted with unexpected difficulties, arising from the engineering strike, and problems connected with the introduction of Krupp armour, and there was failure to execute the programmes. The sums voted were not completely expended, and a disorganisation resulted, of which the effects have not yet altogether disappeared. There can be no doubt that slow building is also expensive building, and that the most costly ships are those built in yards which are most backward in appliances and arrangements; thus complete efficiency and sound organisation are the great requirements for progress.

Space is wanting here for a complete outlook over the whole of the ship-building in hand for the British Navy, but it may be useful to show how we stand in regard to the battle-ships and armoured cruisers authorised by successive programmes. We must first go back to that of 1898-99, which has not yet been quite completed. Of the three battle-ships, however, the "London" and "Bulwark" are in the Mediterranean, and the "Venerable" will be commissioned for the same station in November. Four armoured cruisers were authorised, of which the "Drake" and "King Alfred" displace not less than 14,100 tons, and are the largest armoured cruisers afloat. The "King Alfred," built by Messrs. Vickers, was the last of four huge cruisers of that class to undergo trial. The other two cruisers of the 1898-99 programme were the "Bacchante," to be commissioned at Chatham in November, and the "Euryalus," still in hand at Barrow, both of 12,000 tons. The supplementary programme introduced by Lord Goschen in the same year, because of the larger building policy adopted by Russia, included four battle-ships, the "Duncan," "Cornwallis," "Exmouth," and "Russell," of which all are, or soon will be, at Chatham completing. The "Exmouth" is virtually ready, the "Russell" has completed her trials, and the "Cornwallis," built, like the "Duncan," on the Thames, is to be taken round to the dockyard. The supplementary programme also included two armoured cruisers of the largest class, the "Leviathan" and "Good Hope," and two of the new *County* class, the "Bedford" and "Monmouth." The first two were built at Portsmouth, and are now in the D Division of the dockyard reserve there, while the "Bedford" and "Monmouth," both built on the Clyde, are completing at Devonport. It is rumoured that propellers with greater blade area are necessary for their intended speed. We now come to the programme of 1899-1900, with its two battle-ships, the "Montagu," undergoing trials at Devonport, and the "Albemarle," completing at Chatham, and its two armoured cruisers, the "Kent," which has dragged slowly onward at Portsmouth, and the "Essex," which is completing at Pembroke, and will not leave that port until next May. There have been doubts as to the stability of the class, and from time to time the weights in the upper parts of the ships have been reduced. Most of the vessels alluded to have been greatly retarded, but we can now foresee the time when they will be out of hand.

It is worth while to note that all of them are provided with the condemned Belleville boiler, which may suggest the rare enterprise with which the Admiralty took up the boiler now thought unsatisfactory. There is no necessity, however, to lose hope of the Belleville boiler. It has shown good qualities on service, and a Chilian officer lately told me that it had answered with perfect satisfaction in the "O'Higgins." He added that in the Chilian Navy well-trained stokers have always been employed. Some delay in ship-building arose owing to the difficulty of rapidly producing Krupp armour for new ships, and it is now rumoured that later vessels may be delayed owing to the higher value now assigned to the cap as a means of penetrating armour that was invulnerable without it.

With the programme of 1900-1 we reach the ships that now chiefly absorb the work of the yards. The battle-ship "Queen" was the first large vessel to be fitted with water-tube boilers of a different type from the Belleville. She was launched in March last, after being in hand about twelve

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months, and the sister ship "Prince of Wales" is completing at Chatham. The same programme included six armoured cruisers of the *County* class, the "Cornwall," just about to be launched at Pembroke; the "Suffolk," slowly progressing at Portsmouth; and the "Cumberland," "Lancaster," "Donegal" (lately launched), and "Berwick" in hand on the Clyde and Tyne. The programme of 1901-2 includes the three battle-ships "King Edward VII.," "Dominion," and "Commonwealth" of a new and more powerful type. The first-named is making respectable, though not particularly rapid, progress at Devonport, which may perhaps be due to later views as to the relative value of armour. The other two battle-ships have more recently been ordered of Messrs. Vickers and the Fairfield Company. The same programme includes six armoured cruisers, which promise to be delayed. The "Devonshire," "Hampshire," and "Roxburgh" have been put in hand or ordered at Chatham, Elswick, and of the London and Glasgow Company. The programme of the current year includes two battle-ships, two armoured cruisers, and smaller vessels, concerning which practically nothing is known.

Having thus briefly surveyed the state of the new ships of the Navy, a few words may appropriately be devoted to the dockyards. It is an unfortunate fact that Portsmouth has lost its supremacy, and that the days in which that famous establishment completed the "Royal Sovereign" for commission within thirty-two months from the laying down, and the "Majestic" in the marvellously short period of twenty-two months, are looked back to as a wonder. The record of the "Kent" has been a series of illusions, and the "Suffolk" is proceeding in a very leisurely fashion. Thus in two years and a-half two armoured cruisers have been laid down, and have advanced very slowly. It will be a lamentable thing if Portsmouth should still be allowed to languish, and surely work will be found for the yard in the ships of the latest programme. The work at Devonport, as has been said, is steady, but not rapid, but the "Queen" is progressing, and the "Edward VII." is fairly well advanced. Perhaps delay may be wise in view of the changing conditions of the problem that lies before constructors. The record of Chatham is certainly remarkable, for, going back to the earliest of the programmes alluded to, there have been built or completed there, or are now being completed, not less than seven battle-ships, as well as several armoured cruisers. Indeed, Admiral Holland has witnessed a great deal of excellent work, which his successor will carry on. Pembroke labours under disadvantages, and though the new jetty there will render it unnecessary for all ships to go round to Hobbs's Point to receive their machinery, there is still the necessity of a dry dock for the completion of vessels, and until that is provided the yard cannot be considered a completing establishment. It has, however, lately received a considerable addition to its plant of the most modern class, and further improvements are promised.

We may therefore see, having glanced at the building work at the yards, that not everything is as the nation would desire, but there has been an improvement upon the state of affairs which followed the engineering strike, and probably when the disorganisation resulting from that and from the delay in providing armour has been overcome, the dockyards may progress towards their old activity and rapidity of construction.

THE COASTGUARD AT BEXHILL REGATTA.

FAVOURED by one of those brilliant days which have been all too rare this summer, the tenth annual regatta at Bexhill was all that could be desired. A huge throng watched the races from the enclosure by the coastguard station, and on the beach the crowd was dense. The commodore of the Bexhill Rowing and Marine Club is Earl de la Warr, to whose efforts, ably seconded by Mr. W. P. Watkins, the honorary secretary, the great success of the annual events is largely due.

The coastguardsmen's four-oared galley race is an event most keenly contested every year, and the winners, whose photographs we are enabled to reproduce below, only snatched first place by the margin of about one second from Eastbourne, after a most stubbornly contested race. Among other competitors were Pevensey, Shoreham, Newhaven, Rye, and Kewhurst, all of them formidable opponents in such a race as this.

Those used to Thames regattas have not much idea of the beauty of a similar event at the seaside. The difference is very noticeable, however; there is a more enthusiastic, although perhaps quieter, class of onlooker, and the oarsmanship is necessarily of a different character. But for ourselves, we prefer seaside regattas. They have a charm which is all their own. The first prize (value £3) is presented by the proprietors of the Sackville Hotel, Bexhill, and the second (value £2) is the gift of Messrs. John Dewar and Sons.

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THE HOVE COASTGUARD CREW.

W. Gourd (coxswain). L. Hounsell (stroke). W. Wheatley, G. Goodman, and R. Seakel.

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PHYSICAL DRILL: 17th BENGAL INFANTRY.

MEMORIAL FOUNTAIN, CALCUTTA.

OUR INDIAN EMPIRE.

A Running Record of Military Life and Incident in the "Shiny East."

By Captain Owen Wheeler.

THE old description of certain vagaries of fortune in which "it never rains but it pours" is peculiarly applicable, in a matter-of-fact sense, to India. Now that all anxiety as to the possible failure of the rains has been set at rest the pendulum of apprehension is swinging in the direction of excessive downpours, and several rather more than ordinarily serious disasters have been recorded, which have contributed to unsettle the public mind. From telegraphic advices it appears that record floods have been "out" in Madras, and among resulting troubles has been the collapse of a bridge and the immersion of a mail train with terrible loss of life. Eight European passengers, thirty-five natives, and the guards were drowned, and many of those who were saved were badly injured. This calamity is a sharp reminder of the exceptional risks which are still run in India by the average resident, for it goes without saying that an accident to a mail train running between two capitals like Bombay and Madras is not to be classed with a mishap upon some small branch line traversing a remote and jungly district. In the Mangapatnan disaster four of the Europeans killed were soldiers, and the accident might with equal likelihood have occurred to a heavily-loaded troop train, and have resulted in a loss of life as appalling as that in the Tay Bridge accident of five-and-twenty years ago.

It is difficult to see how such an accident could have been foreseen. It is quite possible that the bridge to outward seeming was quite secure when the line inspector had last passed over it, while all the time it may have been so badly strained by the flood as to be in imminent danger of collapse. I believe that the system on Indian railways is to have a European superintendent for every hundred miles or so of rail, and inspectors for every ten or fifteen miles who pass daily up and down their "beats" in trollies to see that the permanent way is in good order. Such precautions are doubly necessary in a climate in which the mere contraction and expansion of metals may lead to serious consequences. But where bridges over rivers liable to heavy floods are concerned even such constant supervision may be at fault, and the hapless traveller may be rudely awakened in the small hours of the morning by finding himself struggling for bare life in the middle of a stream, happy if he can extricate himself from the mass of *débris* and other ghastly consequences of such disasters.

Kipling has given us a lurid picture of the possibilities connected with Indian railway bridges, but there is plenty of quiet romance bound up with the everyday career of the average Indian train, whether on a main or a branch line, and the observant traveller finds much to interest him whenever, at any rate, the train runs to a standstill or passes through a particularly wild or, *per contra*, populous district. Much more exciting, of course, are the early stages of railway construction, when a line has to be driven through a little-known country, and the few Europeans engaged on the construction run a variety of risks often quite as serious as those of a first-class campaign. Happily the railway always comes as a boon and a blessing to the natives of a district, affording welcome employment at good wages during its early evolution, and, when completed, always appreciated for its speed and cheapness by all save the very poorest of the peasant class. Very dearly does the average native love the "te-rain." Thirty or forty years ago his first care was to see if, by hard bargaining, he could not get a reduction in the fare, and it was, I believe, a common sight to see natives squatting at some distance from a ticket office, in patient expectation that their offers of half the legitimate price of the ticket they required would be accepted. But the fact that no such reduction is possible seems now to be pretty generally known, and in many cases even natives in humble circumstances are experienced and knowing railway travellers. Of the humours of a third-class railway carriage in India I know no better description than that in Kipling's "Kim."

I only once suffered, and then only temporarily and vicariously, from the Indian railway thief. I was travelling up from Calcutta to Simla with my wife, and when we arrived at Umballa in the early morning we discovered that during the night my wife's hat-case, containing a variety of headgear just out from England, had been "lifted." I reported this calamity at once and, despairing of the recovery of the case, we sent home by that mail for more hats. Almost simultaneously with the arrival of the latter—that is, in about six weeks' time—the missing case was sent up by the Umballa police authorities. It had been evidently stolen from the train, carried some distance from the line, and then thrown away as a wholly unprofitable piece of "swag." The case being air-tight the contents had not suffered, and I do not recall any resentment on the part of my wife at finding herself with twice as many hats as she had originally deemed sufficient for a Simla season.

From such rather trivial reminiscences let me turn rather abruptly to a very different topic, the commencement, namely, of the first regular trooping season which India has had for three years. It has been announced that the P. and O. Company's steamers, "Assaye," "Plassy," "Sicilia," "Soudan," and "Syria" have been taken up for the purposes of carrying on the trooping service, and the first departure, that of the "Syria," took place from Southampton about a fortnight ago. No ship will, however, reach India for a week or two, as the earlier voyages are to be made *viâ* the Cape in order to pick up several thousand troops now in South Africa. One cannot help feeling that some of the latter are to be condoled with in having to go on to India instead of coming home to rest after such a long spell of war. But they knew in most cases what was in store for them when they went to the front, and not a few officers and men would almost sooner go to India in such circumstances than return home. The Government of India in the Military Department and the Indian military authorities in general are always very sympathetic in their dealings with war-worn regiments, and we may be sure that those from South Africa who pass on to the "Shiny East" will, wherever possible, go, in the first instance, to good stations, and will not be harassed in the way of work. By the time the cold weather of 1903-4 comes round, these corps will probably have recovered themselves so completely as to be yearning for fresh chances of distinguishing themselves upon active service.

I have just seen the announcement of the death of

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Major James Richard Benson Andrews at Mussoorie at the age of ninety-seven. This officer was invalided, after twenty-one years' service, in 1846, and must, indeed, have been a most interesting link between the present generation and the India of pre-Mutiny days. The Indian Army of that period contained some elements of serious weakness, as the Mutiny itself so sadly demonstrated, but it was certainly capable of some very lusty fighting, and some of its half-forgotten exploits breathe the true spirit of soldierly endurance and undaunted courage. Take, for instance, that extraordinary operation, the destruction of the desert stronghold of Imam-Ghur, to which the Duke of Wellington alluded in Parliament as one of the most curious military feats of which he had ever heard or read. This was carried out by a force under Sir Charles Napier in 1843, three years before the late Major Andrews was invalided, and an interesting account of the operation is given by Sir Charles Napier. The fortress was planted in the heart of a wild country composed for the most part of sandhills, some so steep that the howitzers could only be dragged up them by men. "For eight days these intrepid soldiers traversed this gloomy region, living from hand to mouth, uncertain each morning if water would be found before evening, and oftentimes it was not found. They were not even sure of the right course but with fiery valour and untiring strength continued their dreary, dangerous way. The camels found very little food and got weak, but the stout infantry helped to drag the heavy howitzers up the sandy steeps. On the eighth day of this work the famous desert stronghold was reached, but Mohammed Khan, with a force six times as numerous as his assailants, had already fled, leaving huge stores of powder and grain behind. The fortress was destroyed by mining, and the troops returned to Sukkur."

Reverting to the late Major Andrews, who spent over half a century of pensioned life at Mussoorie, I never met this interesting veteran, but I have on several occasions come across old Indian officers who have elected to reside in India after leaving the Service, and some of whom have done very well in retirement. A man with a few thousand rupees saved, and a small pension, can build himself a lovely home in the hills and live what to the sportsman and lover of Nature is a life with many pleasures and few cares. But if sickness or domestic troubles intervene, the delights of such an existence soon pall, and one ceases to wonder why to nearly all old "Indians" England is still their only real home.

SOME INDIAN SOLDIERS OF THE KING.

THE Indian Contingent has left our shores with much well-wishing on both sides. Among other distinguished persons, it contained the Gurkha Sepoy who sang "Good-bye, Dolly Gray!" as the train steamed out of Hampton Court Station, thus testifying to the general public that the visit to England has not been without its results in the advancement of Western culture among our fellow-subjects of the gorgeous East. At some future day this English classic song may startle the Sahib in pursuit of the sambur in the jungles of Nepal, as the Gurkha is a very festive man during hours of rest, and is by no means averse to "obliging with a song" when called on. He is far too keen a shikari himself, however, to think for a moment of indulging in music while himself in pursuit of game, or while assisting others. A mountaineer by birth, he is a splendid hillman, and as a tracker of game is nearly equal to the Bhil of Western India, of which race of huntsmen we at first thought we distinguished a specimen in the very characteristic group which to-day we present to our readers. Closer inspection shows, however, that no Bhil is represented in our picture. There are types of the stalwart Sikhs, of whom so many of our fine regiments of cavalry and infantry are composed, and who, with the fine and hardy Punjabi Mahomedans, form most of the personnel of our native mountain artillery.

The Sikh is a sportsman as well as a soldier, but his demeanour is at most times grave, though he fully understands "going on the spree" when occasion offers, and he has not the least objection to "quaffing the rosy." "The Lion of the Punjab," in introducing his generals to distinguished strangers, used to add to their titles the distinction that such and such an one was "a three-cup man" or "a four-cup man" as the case might be. The Mahomedan, on the contrary, is, by religion, a strict teetotaller, but there are known instances where religion is not followed in its entirety. There are a variety of Mahomedan races in India, and our picture shows examples of the Deccani, the Konkani, and the Punjabi, all of which races have done good service for the Crown. We see also the tall and sleek Brahman, who regards himself as lord of all, but who is prejudiced to a degree in his religious observances, and who is consequently difficult to handle in many matters. He is a fine soldier, nevertheless, and there are many instances in the military history of India which show that his gallant devotion to the colours has been at a sacrifice to his caste which needs subsequent heavy penances to purge himself and his house from evil consequences. The Rajput has during the recent visit of our Indian fellow-soldiers been probably more in evidence than any other, owing to the presence of some of his own noble chiefs. Everyone knows how the Mahratta soldier has borne himself in arduous times. Unfortunately of late years the true Mahratta has not come forward for enlistment in the numbers which commanding officers would wish, though others have taken his place in sufficient numbers.

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GOOD MEN AND TRUE.

Types of our visitors from India.

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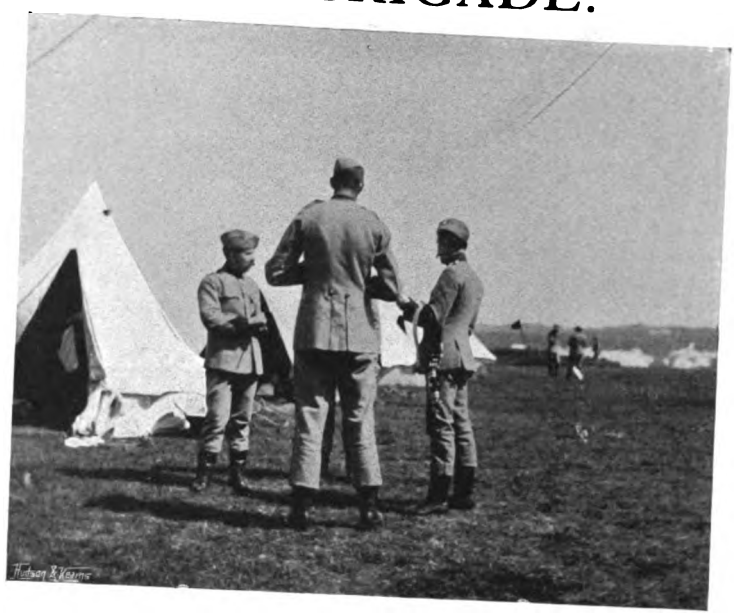
WITH THE TYNE INFANTRY BRIGADE.



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A.—A HANSOM ARRIVAL.
B.—A STUDY IN HEIGHTS.
C.—OFFICER COMMANDING AND ADJUTANT, 1st V.B.N.F.
D.—A TETE-A-TETE OUTSIDE A SUBALTERN'S TENT.
E.—THE SURGEON-MAJOR AND SURGEON-LIEUTENANT OF THE 1st V.B.N.F.
F.—THE BRIGADIER AND BRIGADE-MAJOR ARRIVE IN CAMP.

The Tyne Volunteer Infantry Brigade encamped during Coronation week at North Camp, Farnborough, under the newly-appointed Brigadier, Lord Algernon M. A. Percy, C.B., A.D.C. to the King, with Major Leather as Brigade-Major, and Lieut. Percy and Brigade Surgeon Lieut.-Col. Wilson attached to his Staff. The weather was exceptionally fine, and the four battalions comprising the brigade arrived in the camp about mid day on Sunday, June 27. The 2nd and 3rd V.B.N.F. are recruited on Tyneside, as is also the 5th V.B.D.L.I. The senior regiment of the brigade, however, the 1st V.B.N.F., which consists of twelve large companies, is recruited from Berwick-on-Tweed on the north to Hexham, which is the headquarters in the southern part of the county of Northumberland. This regiment, clothed in grey with scarlet facings, was marched into camp some 800 strong, under the command of Lieut.-Col. Commandant Wilfrid Gibson, V.D., while the remaining regiments, which are clothed in scarlet, were marched into camp under command of their respective commanding officers—namely, 2nd V.B.N.F., Col. H. F Swan, C.B., V.D.; 3rd V.B.N.F., Col. Downing, V.D.; 5th V.B.D.L.I., Lieut.-Col. W. B. McQueen, V.D. The Brigadier expressed himself very pleased with the work done by the brigade in camp, and inspected the companies both on the regimental parade grounds and during field exercises.

The camp was struck on Saturday, June 27, and thus a very instructive and enjoyable camp was brought to an end.

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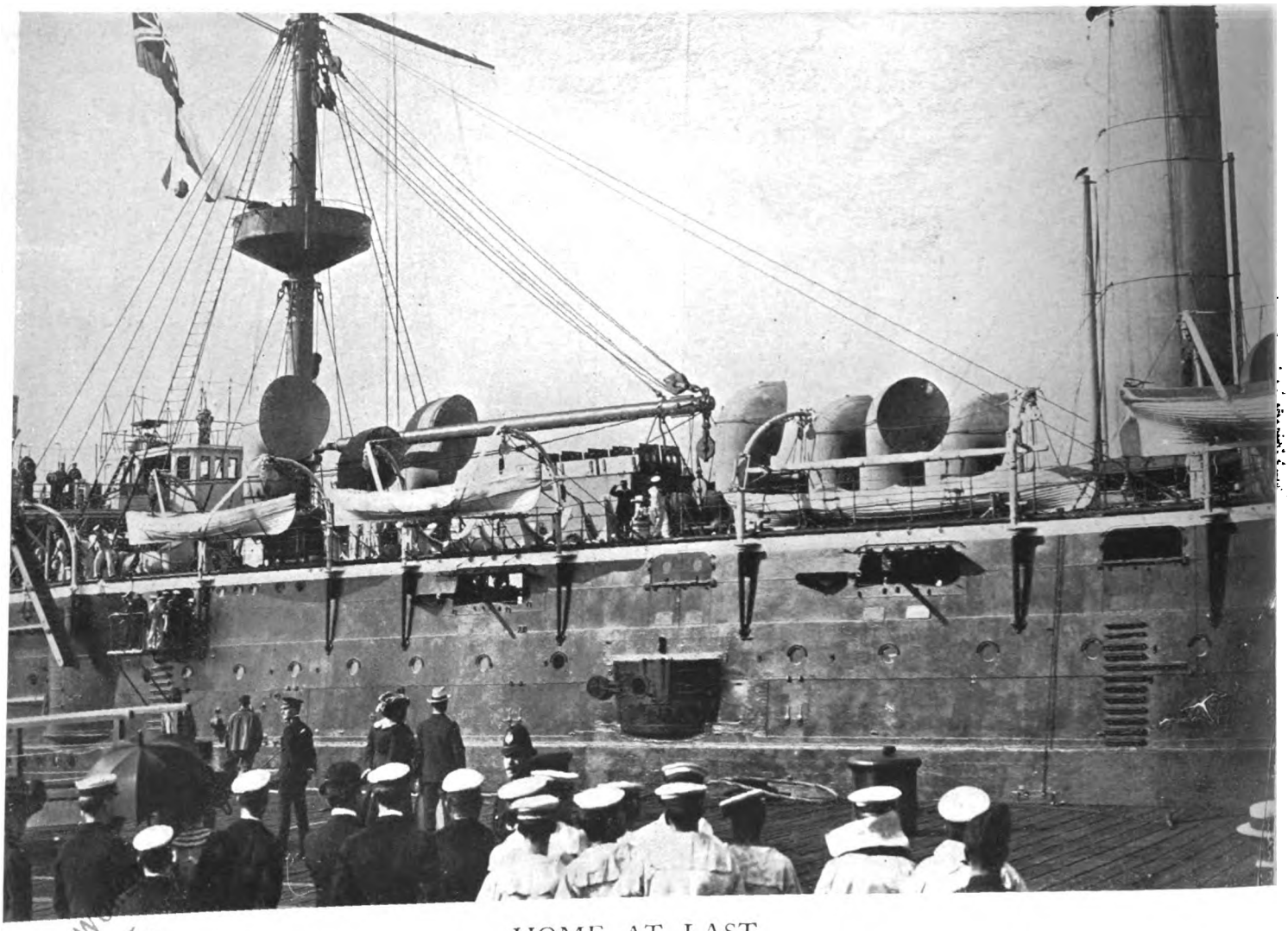
THE ARRIVAL OF THE "TERRIBLE."



HOME AT LAST.

Captain Percy Scott salutes as the "Terrible" comes alongside.

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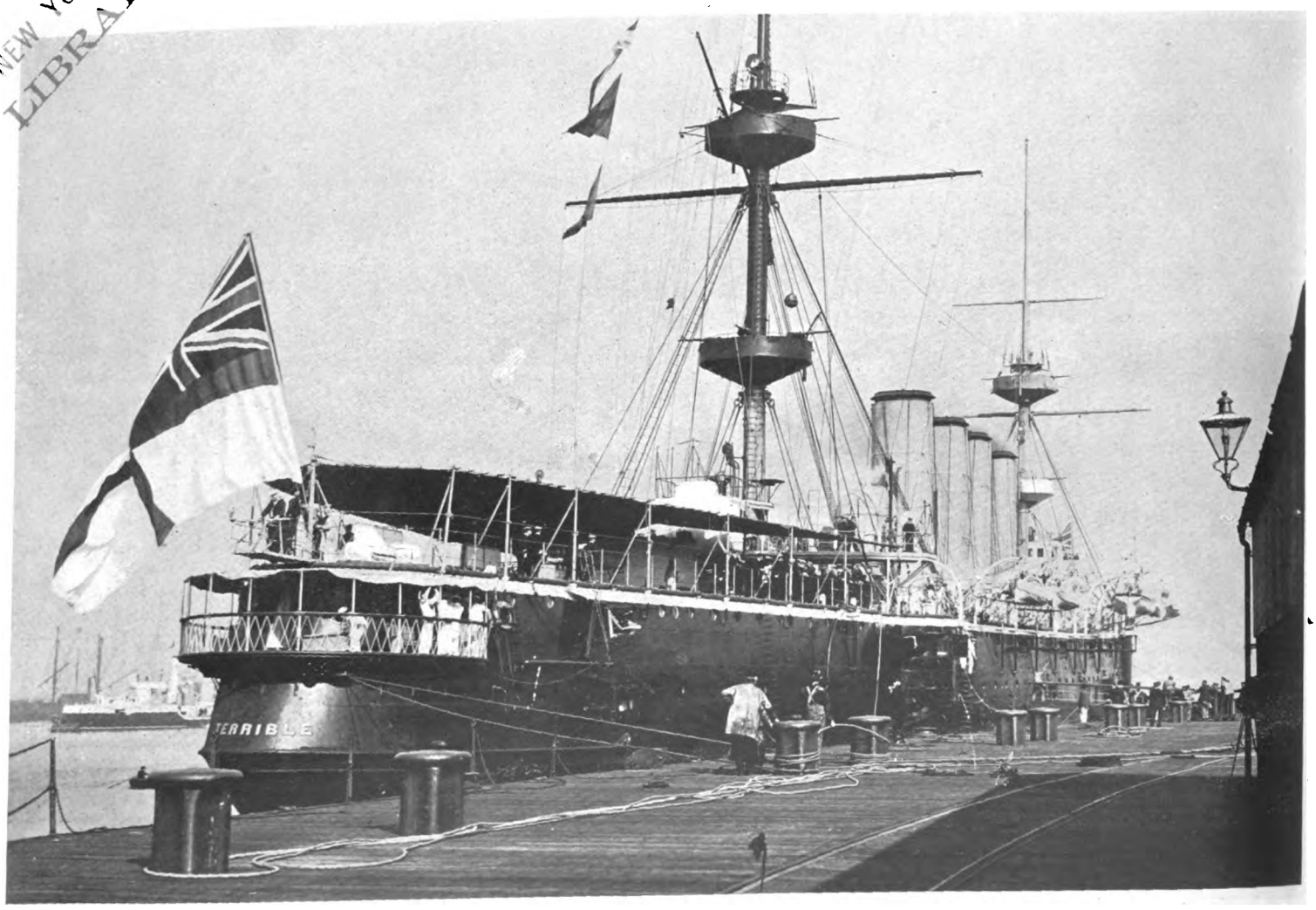

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THE "TERRIBLE" AT THE WHARF.

The end of the most eventful commission of late years.

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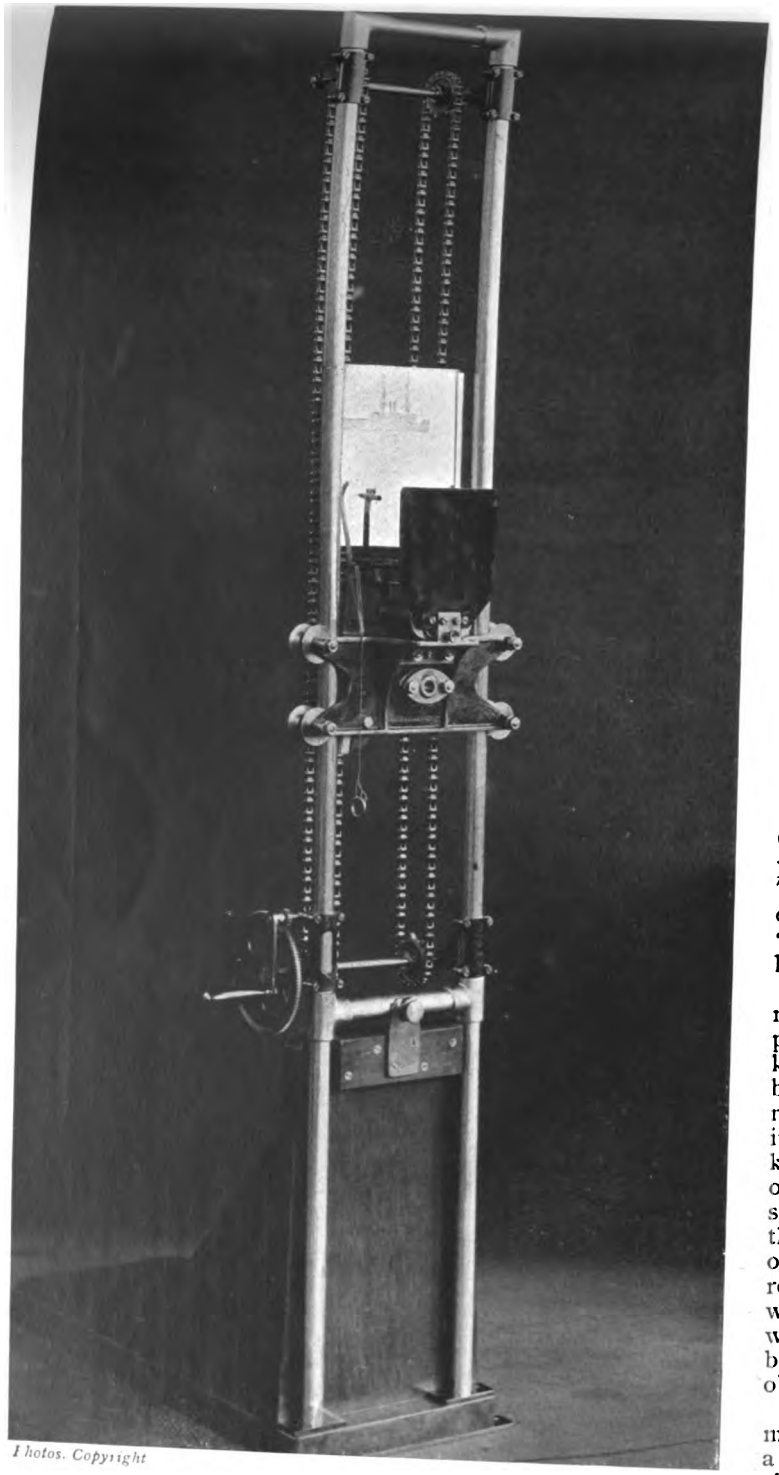
CAPT. PERCY SCOTT'S "DOTTER."

AMONG the many titles which the "Terrible" has to fame is the phenomenal success which she has attained in her target practice. The same officer who devised the wheel and platform mountings for the Naval guns in South Africa, and who sent a search-light to the front carried in a railway truck, is the inventor also of the "dotter," concerning which the public know nothing, but which has already secured a success in the Service. The gunnery records of the "Terrible" from 1900 onward have been most remarkable, and have led to great zeal in the practice in the ships in the China station. In 1900 Captain Percy Scott's efficient system of training resulted in the "Terrible" securing a rate of hitting with her 6-in. guns just three times the average of the Service.

Captain Scott had amply demonstrated his efficiency as a gunnery officer, and the "Terrible" again showed, in the prize-firing of 1901, pre-eminence that was unmistakable. With her 9·2-in. guns she fired 1·75 rounds per minute, making a percentage of 64 hits, while the "Ocean," with her 12-in. guns, had but one round, and 54 per cent. of hits. In the case of the 6-in. guns, the "Terrible" fired 5·33 rounds per minute, and made 81 per cent. of hits, a marvellous performance, while the "Ocean," which came next, with the same guns, scored 4·8 rounds and 56 per cent. of hits. The hits per gun per minute were 4·25, being as nearly as possible four times the average. Captain Percy Scott's aiming appliance, the "dotter," had played a part in this efficiency, and is being tried in the Service. Through such successes gunnery has become a matter of high emulation on the China station, and in the present year the "Ocean" has made a record which no one appreciates more highly than Captain Percy Scott.

The "dotter," which we illustrate for the first time, is a most ingenious device, used in the single and double form. Its purpose is to produce a trained eye in the gunner. It is well known that observation varies greatly in different individuals, but all are agreed that it is capable of being developed. The relation between sensation and action is one of the most curious in the whole range of psychology, but Captain Percy Scott has known how to give a practical increase in the approximations of the two qualities in the gunner. The "dotter," with the single motion in the vertical direction, serves to represent to the gunner the rolling of the ship as indicated in the movement of the target before him. This target, which is paper, bears a representation of a ship, whose size shows the exact angles that would be subtended by the extremities of a particular ship, and when the gun is laid upon the target the hit or miss is indicated by a pencil which is projected forward and makes a mark on the object.

In the double form of the "dotter" there is horizontal motion as well as vertical, representing the lateral movement of a vessel. Thus the rolling is shown in combination with the change of bearing due to the steaming of the ships. The advantage in training is unmistakable.



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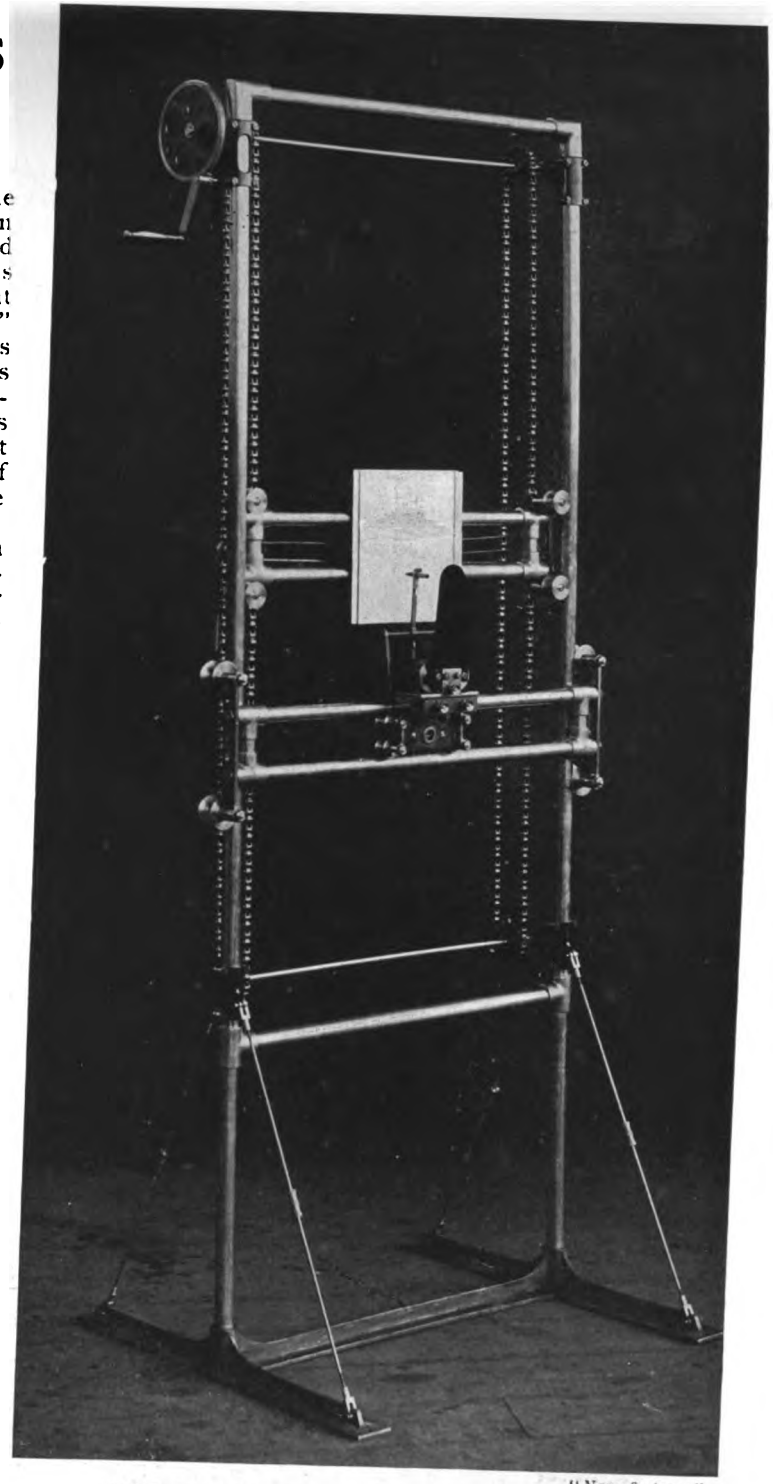
THE SINGLE-ACTION "DOTTER."



THE DOUBLE-ACTION "DOTTER."

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LAUNCHING A NEW FRENCH BATTLE-SHIP.

THE largest vessel ever built in a French yard, the "République," has just been launched at Brest. The putting into the water of a new war-ship of any kind is always interesting, and the number of launches we have seen in this country lately has given an added impetus to the interest in the Navy which it has so long been the desire of a number of patriots to instil into the mind of every Briton.

It was once claimed for the "République" and her sister ships that she would be superior, in every respect, to any existing type of vessel. Changes have been made since the time she was laid down, however, and powerful as she indubitably will be, the difference between her and our "King Edward VII." class will not be very marked. The advantage, if any, is more likely to be on the side of the latter. We would not be thought by that to insinuate that the "République" is an inferior type of battle-ship. On the contrary, she will be a most formidable opponent in any Naval engagement. In fact, the units of this type are very fine vessels indeed, and resemble much more closely vessels of the British type than their predecessors. There is in point of fact a remarkable tendency nowadays to a gradual approximation to one type. There was a time when the differences between ships of the British and French Fleets were noticeable even when the vessels were at a considerable distance; now it is possible to point to vessels in both the French and Russian Navies which are substantially similar to our own.

The "République" is the first vessel of M. de Lanessan's programme to be launched, and is consequently an object of interest to all students of Naval architecture. Her displacement is 14,865 tons, and her indicated horse-power of 17,475 is expected to take her through the water at a speed of 18 knots. Her projected length was 439-ft., but this has been cut down to 434-ft. 7-in., while her beam remains at 79-ft. 6-in. as originally designed. Her draught is 27-ft. 6-in. aft. Her normal coal capacity is of 905 tons, and this can be doubled, which would enable her to go across the Atlantic and back at a nominal speed of 10 knots without recoaling.

Her armour is Harveyed steel, and her principal protection a complete belt, rising 8-ft. above the water-line, and having a maximum thickness of 12-in. The armour belt on her bow and above the water-line belt is 4-in. thick, the sloping protected deck being of the same thickness. Her main turrets are protected by 12-in. of armour.

The armament consists of four 12-in. breech-loaders mounted in pairs in turrets; eighteen 6·4-in. quick-firers, twelve of which are mounted in pairs also in turrets, and six in casemates, besides twenty-eight smaller guns. Of the five torpedo-tubes two are submerged. Her complement will be 793 men.

The ceremony of launching went off very successfully. More than 20,000 people were present, which constitutes a record for France. Vice-Admiral Rouston arrived at about four o'clock and proceeded at once to the marquee where all the dignitaries were assembled, together with the officers of the Greek "Psara" and the Austrian "Szigethvar." As soon as the Vice-Admiral had taken his place on the platform, the customary religious service was conducted by l'Abbé Jamont, who is a brother of the General Jamont who served with distinction in China during the Boxer troubles. The cords were then cut and the huge mass slid gently off the ways. The attendant bands struck up the "Marseillaise," and the vessel plunged into the water, raising on either side huge waves, which did not subside for some little time. The whole affair was a success, and an enthusiastic crowd greeted with all the power of its lungs the latest addition to the French Navy.

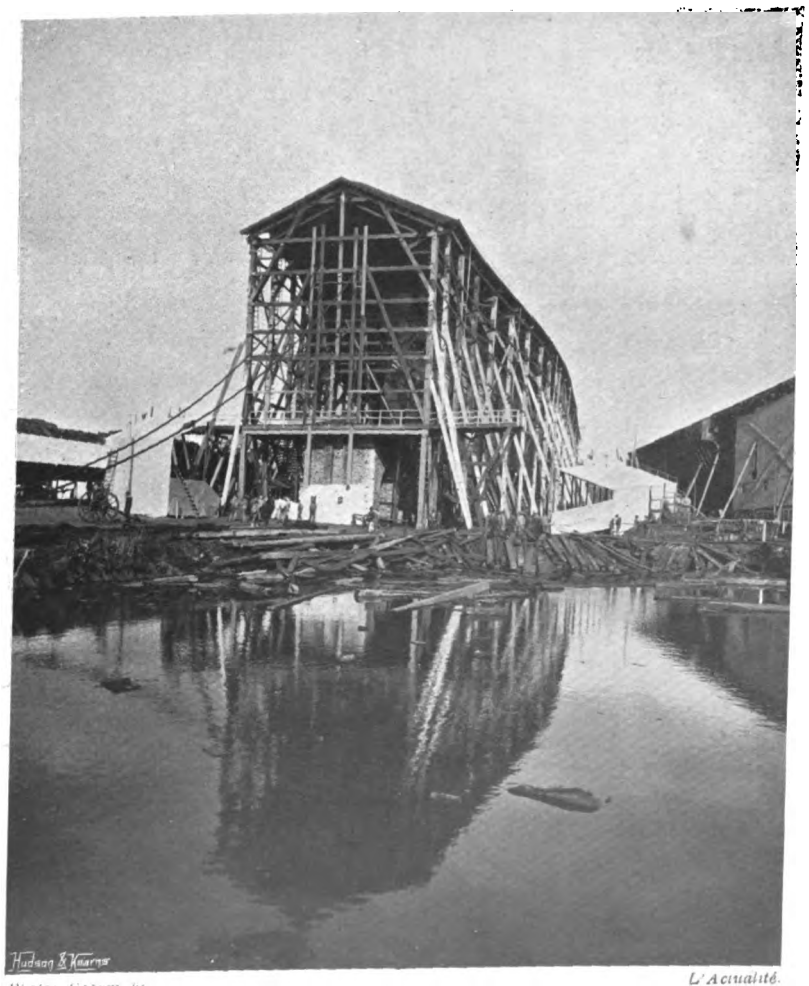
The "République" was laid down at the beginning of last December, and has therefore been just eight months on the slips, which is beyond doubt a great advance in French ship-building annals. Over 2,000 men have been employed on her. Her designer was M. Bertin, French Director of Naval Construction, and after the ceremony he was heartily congratulated by his colleagues at the Ministry, who also complimented M. Bahon, the engineer who has been entrusted with the supervision of the building. Admiral Rouston, indeed, in the general orders of the day highly commended all those connected with the construction of the "République."

It is worthy of notice in connection with the launch of the "République," which, as already mentioned, is the first battle-ship of the 1900 programme to be launched, that Brest has also the honour of having launched the first cruiser of that programme, the "Léon Gambetta." Moreover, at the time of writing they are the only vessels of that programme at present in the water, so that the authorities may well be pleased with the results attained.

For us there are not many lessons to be deduced from this launch. The vessels of foreign Navies are becoming more and more like our own, which goes to prove that the genius of Sir William White is having its effect, and beyond that there is little to be said. Our latest vessels compare more than favourably with the "République," and their armaments are rather heavier.

A DELICATE COMPLIMENT.

Greek officers on their way to the launch.



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ON THE SLIPS

The "République," ready for launching, seen from the rear.

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THE
NAVY & ARMY
ILLUSTRATED.

VOL. XV.—No. 296.] SATURDAY, OCTOBER 4th, 1902

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REAR-ADMIRAL WILMOT H. FAWKES, C.V.O.

TO COMMAND THE CRUISER SQUADRON.

The late Naval secretary to the First Lord of the Admiralty, honoured by receiving the Royal Victorian Order at the Coronation, has been selected for a command of growing importance, in succession to Commodore A. L. Winsloe, and will hoist his flag in the new armoured cruiser "Good Hope" this month. Admiral Fawkes has acted as Naval adviser to the Inspector-General of Fortifications, and was appointed Naval secretary to the First Lord in 1897. He is a very popular officer, in close touch with the Service, and his appointment to the command of the Cruiser Squadron is universally approved.

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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

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"Some Mischief Still."

THE memorandum issued by the Commander-in-Chief as the result of the recent "ragging" incident among the junior officers of the 2nd Life Guards at Windsor Barracks will, it is to be hoped, have a good effect. Commanding officers ought not to need memoranda from Lord Roberts to keep them up to the proper performance of their duties. If they fail in keeping order among their subalterns, they might well be politely told that the Army can do without their services. That is what would certainly happen to them if they were officers of Kaiser William instead of King Edward. However, the thorough-going methods of discipline which obtain in the German Army are not our methods, and we can only hope that Lord Roberts's strongly worded reminder will have careful attention paid to it by officers of all ranks. He seems to suggest in it that the treatment to which Lieutenant Gregson was subjected by his brother subalterns at Windsor was due to the anxiety of this young cavalry officer to make himself a good soldier. His words are that "officers who show a zeal and love for their profession deserve all honour and every encouragement," and there could have been no reason for interpolating this remark unless the Commander-in-Chief knew that in this particular case a zealous officer had been rewarded not by honour and encouragement, but by having his furniture thrown out of window and by being treated to an involuntary dip in a horse-trough.

It seems an extraordinary thing that it should be necessary for a Commander-in-Chief to point out in a formal document of this kind that interest in his profession ought not to be allowed to handicap an officer in his career. Such an incident cannot but strengthen the hands of those reformers who urge that a complete change in our Army system is absolutely necessary if we are to have an efficient military force. Every autumn numbers of Englishmen who have been abroad, and who have exercised intelligent observation, come back home convinced that foreign Armies are far more capably administered than our own, and that the chief reason for this lies in the fact that on the Continent the Army is a profession like any other. We take a great deal of trouble over the selection of our officers, but once they have received their commissions, they are left far too much alone. Many of them have no intention of remaining in the Army for more than a few years. Many others regard the military career simply in the light of a gentlemanlike occupation which gives them an entry into pleasant society and allows them to pass their time in agreeable pursuits. They have not up to now been either obliged to study their profession even in the most elementary way, or systematically encouraged if they did so of their own free will. The inevitable consequence is seen in such affairs as that at Windsor. That "Satan finds some mischief still for idle hands to do" is one of the truest of popular proverbs, and so long as the hands of young officers are permitted to be idle, a certain number of them will assuredly be turned to mischievous occupation.

It is unfortunate that the Army cannot be kept as hard at work as the Navy, both in time of peace and in time of war. "Ragging" incidents are not altogether unknown in the sea service, but they are far less frequent than among young Army officers, for several reasons. One is, of course, that discipline at sea is necessarily more strict than on land, and that senior officers on board ship are far less likely than commanding officers of regiments in barracks to tolerate youthful uproariousness or violent practical jokes upon an unpopular man. Again, it is hardly possible that a young officer could be unpopular in the Navy simply because he did his best to become a capable member of his profession. Hard work is a Naval tradition, and it is recognised clearly enough that even a man who works harder than his fellows may be a good sort. Even if he be not a particularly pleasant companion, his attainments and his industry win a certain respect, and the worst that happens to him is to be left pretty much to himself—not by any means boycotted or sent to Coventry, but simply regarded as one who is not at his best in social intercourse.

But the reason which more than any other keeps the Navy free from escapades such as this Windsor one, which Lord Roberts rightly characterises as a disgrace to the Service, is that there is too much to do on board ship to leave much time for them. We may be quite sure the officers of the "Terrible," for instance, have not had much inclination or indeed much opportunity during the last three years to indulge in organised horseplay. Even while they were not actually engaged in doing splendid work against Britain's enemies in South Africa and in the Far East, they were busily occupied in fitting themselves to play a good part in Naval war, whenever their call should come. The gunnery practice which has been carried on under the direction of Captain Percy Scott and the results he has been able to put on record are famous already. Far better was it for everyone under his command—not to speak of the advantage to the Empire—that they should be thus encouraged to improve the handling of their weapons and kept occupied in such a useful way, than that the officers should have leisure to stir up strife amongst themselves, and that the men should be presented with the unedifying spectacle of their leaders descending to foolish and spiteful tricks such as sixth-form schoolboys would be ashamed to take part in. The field-day at Aldershot last week, when a number of troops were taken out to shoot at dummies, showed up the indifferent practice of our marksmen. There is no question but that they need constant training in this direction. Now that the Aldershot command has been taken up by Sir John French, we may hope that such days of exercise will become a regular part of the routine. On every account it is desirable that the Army should be given plenty to do, and all good soldiers will be glad of the change.

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THE SHOOT FOR THE PALMA TROPHY.

A TEST OF SKILL.

The Canadian team firing at one thousand yards.

AWAITING THE RESULT OF THEIR SHOTS.

The United States team at nine hundred yards.

Photos. Copyright.

THE WINNING TEAM AT ONE THOUSAND YARDS.

Udsby.

After a keenly contested match the British team were successful in carrying off the trophy.

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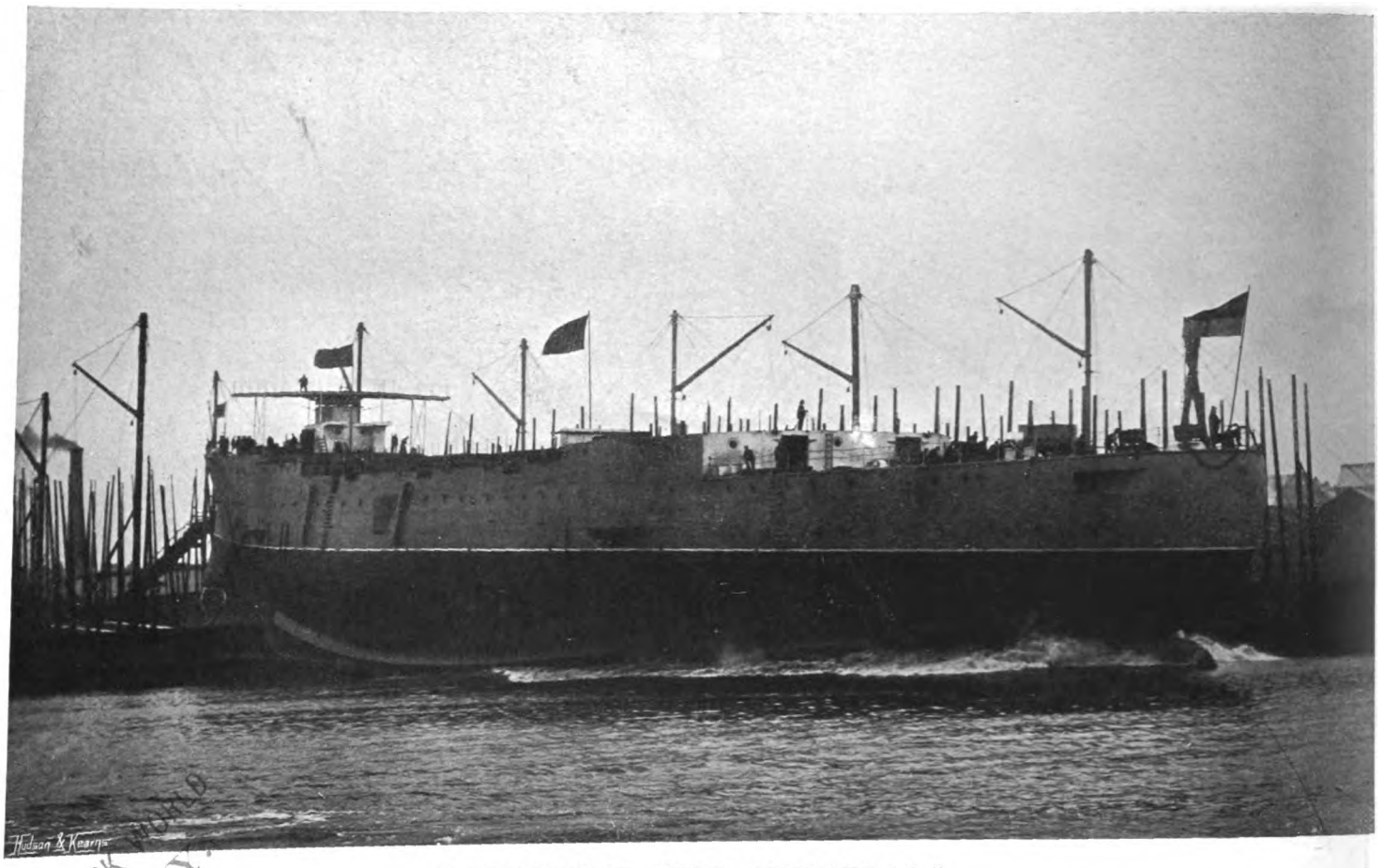
NEW BRITISH ARMOURED CRUISERS.



LAUNCHING THE "DONEGAL."

The ceremony was performed by the Duchess of Abercorn at the Fairfield Company's yard. Length, 440-ft. Displacement, 9,800 tons. Indicated horse-power, 22,000. Nom. speed, 23 knots. Thickest armour, 5-in. Heaviest gun, 6-in.

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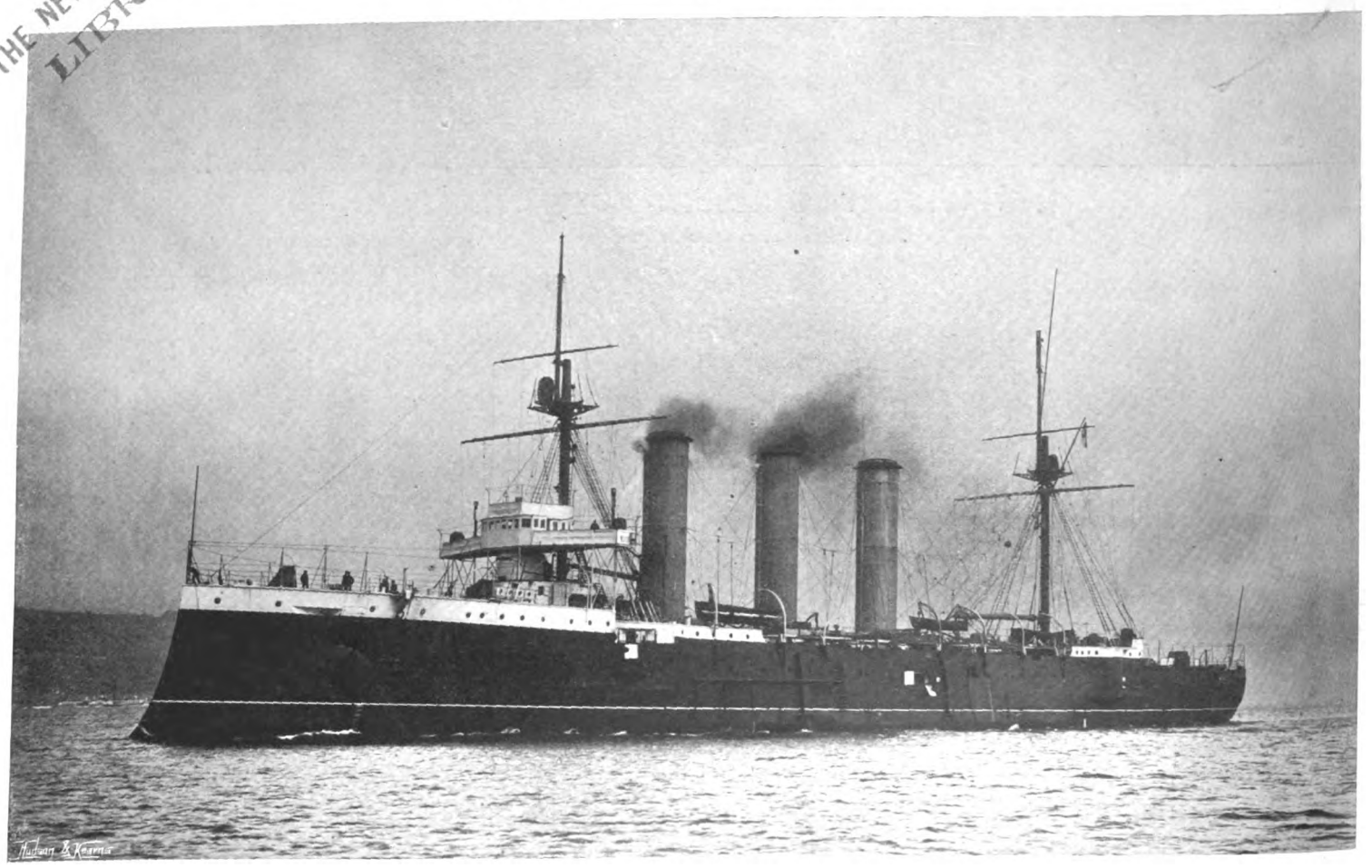

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ANOTHER "COUNTY" CRUISER.

The "Monmouth," building by the London and Glasgow Ship-building Company. Length, 440-ft. Displacement, 9,800 tons. Indicated horse-power, 22,000. Nom. speed, 23 knots. Thickest armour, 5-in. Heaviest gun, 6-in.

The armoured cruisers of the *County* class are coming rapidly to the front. Some of the most advanced have undergone trials, many others are completing at the dockyards, and in the last few weeks two new ones have been launched, the "Donegal," which we illustrate above, and the "Berwick." In accordance with the recently-established custom, the Lord-Lieutenant of Donegal, the Duke of Abercorn, named the Duchess as the lady upon whom should fall the enjoyable task of putting the vessel into the water. The day was a delightful one for all concerned, and the vessel was safely launched. These two vessels are sister ships to the "Bedford," "Kent," "Essex," "Cornwall," "Suffolk," "Berwick," "Cumberland," and "Lancaster," of which we have already given a picture of the last.

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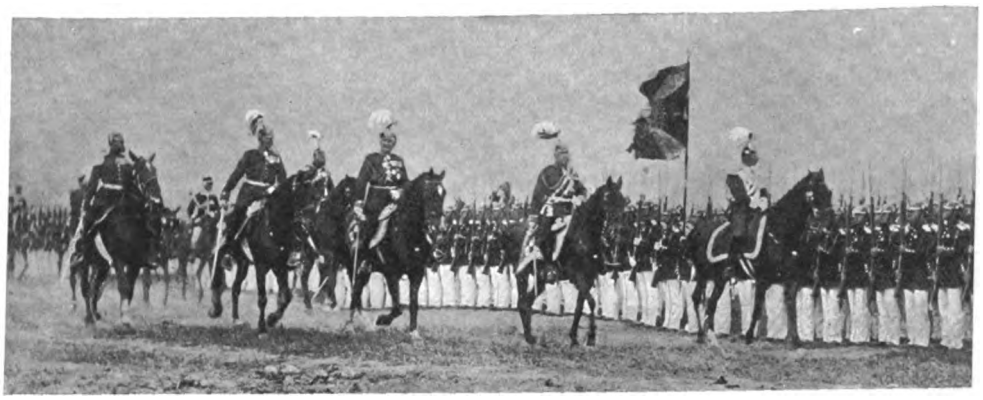
PORTUGUESE FISCAL GUARD.



AN INSPECTION OF HIS TROOPS BY THE GERMAN EMPEROR.

ROUND THE MILITARY CLUBS.

WHAT SOLDIERS ARE THINKING, SAYING, AND DOING.

By RANGE-FINDER.

IT is most gratifying to find the opinion which I expressed in this column not so many weeks ago so strongly supported by no less an authority upon musketry than the Commander-in-Chief. His recently published special Army Order, which is in reality a personal appeal to the officers of the Army, goes to the very root of the matter. No truer statement could be impressed upon soldiers than, "It will be well for all to recollect that the best tactics may fail if, when the climax of the struggle is reached, a superiority of fire cannot be established." It cannot be denied that in the majority of regiments and battalions musketry is not looked upon as the essential of the modern soldier's training, as it should be, and to use the Field-Marshal's own words, "Too frequently the musketry course is still looked upon as a somewhat irksome business which has to be got through as quickly as possible, and sufficient consideration is seldom given as to whether the results achieved are satisfactory or not." For the Field-Marshal to feel constrained to put this expression of feeling in black and white is as serious a rebuke as the Army as a whole has ever been subjected to. But it is not my business or intention to expatiate upon this rebuke. I only wish to support the theories which I may have given expression to, from time to time, in this journal.

I have boldly asserted that I believed that the aim of every musketry instructor should be to make 75 to 80 per cent. of his men marksmen at 500-yds. That if a man could lead his unit into action, satisfied that his men were dead shots at this the extreme limit of the point-blank range, the other ranges would not matter much, that they would "come" without any trouble on the part either of officer or man. In point of fact, the Commander-in-Chief's musketry order carries out this theory of mine, or supports it, since it must be officer and man who carry it out. I take the Musketry Order, paragraph 6, and quote from it: "The official instructions for the musketry practices for 1903 will embody, as far as possible, the principle that skill at short ranges is of the utmost importance, and that it is useless to allow a man to shoot at the longer ranges, or in advanced practices, until he has become a reliable shot at the shorter distances." Also: "It is by snap-shooting at short ranges that battles of the future will probably be decided."

The trouble in England as far as musketry shooting is concerned is perhaps not so much the keenness of officers and men, as the difficulty of weather, light, and ranges. Moreover, to make rifle-shooting interesting to the man, it will be necessary to introduce into it more of the spirit of the card-table. If marksmen were able to supplement their income by a really perceptible increase, say sixpence a day, and had to shoot a marksman's course and qualify at least once a quarter, we should find that musketry in the Service would, as it should, speedily supersede drill as the regimental standard of efficiency. But you cannot expect the poorly-paid officer to do much in the way of prize-giving to encourage his men, and I feel sure that pecuniary encouragement is the means most likely to stir up the spirit of emulation in the men.

We still hear a considerable amount about the new South African medal. Of all the proposals which have been put forward with the view of rectifying the very unfair distribution which is intended by the authorities, I think the most sensible one is that which suggests that the proposed King's medal should have three clasps only—Cape Colony, Transvaal, and Orange River Colony—and that it should be awarded to any man who had been in uniform in those three Colonies, north of the Hex River Mountains, between the date of the close season for the Queen's medal (July last year, I think) and the ratification of peace. That, in my opinion, is the only fair solution of the standing trouble. But the matter of decorations is fast becoming a farce with us, and one almost wishes that we had nothing of the kind in existence. The men of the American Army wear no medals, and they consequently are free of the many heart-burnings which reduce the mark of the Sovereign's appreciation to a source of general ill-feeling. This is not as it should be.

The news that the American Cavalry has abolished the sabre as an "obsolete piece of cutlery" will come as a considerable shock to those who still stand by the antiquated ideas which ruled the training and manœuvring of cavalry, amongst whom one of our Service contemporaries has been a strong supporter. We may, however, take it that if the American Army is worth mentioning at all, it is as the most practicable army in the world. Personally I have a great opinion of the American Army. I may not go as far as Lord Wolseley is said to have gone in admiration for it, but then I should not think of putting my judgment against that of so great and distinguished a soldier. I believe that it possesses some of the best fighting material in the world—the assault of Santiago Heights should prove that, when 1,800 men fell in eleven minutes, and yet the advance never checked—led by some of the most intelligent and serious soldiers that the world has seen. When the American Cavalry officers, of whom I have met many, say that the sword and lance are obsolete weapons for cavalry, then I feel satisfied that they have the very best reasons for saying so, and that their best reasons will be infinitely more practicable than the best theories emanating from Europe.

General Sir John French is to have a Brigade of Guards at Aldershot as a sequel to the abolishment of Gibraltar as a Guards' station, and the nucleus of this brigade is on its way home now. The Guards, as much as any other branch of the Service, deserve a welcome from the City of London, as they have of truth proved themselves to be made of other clay than "feather-bed" soldiers during the last three years. A brigade formed part of the 1st Army Corps, and took part in all of Lord Methuen's earlier fighting; it marched with Lord Roberts from Modder River to Komati Poort on the Portuguese frontier, by way of Bloemfontein, Johannesburg, Pretoria, and Middelburg, and has done about eighteen months on the blockhouse lines. Two other battalions of the brigade formed part of the 7th Division under General Sir Leslie Rundle, and suffered perhaps as many hardships as any battalion in the South African Field Force, with the exception of those that underwent the siege of Ladysmith. So the good solid fighting worth of the Guards has been amply proved during the last three years, and the men whom we have missed from London so much deserve a real good welcome upon their return.

A recent leading article in the *Times* referred to the better educational standard of the rank and file now existing in the Army. This is surely something of a fallacy. There has been no improvement in the educational standard of the men—that is the trouble. No one would welcome an improvement more heartily than I, but, save for those who work to qualify as non-commissioned officers, the men who enter the ranks of the Army remain among the most ignorant portion of the community. Just study their

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careers. They are enlisted from the lowest stratum of the people. At fourteen the majority of them pass the slight qualifying test which the State imposes upon them by compulsion. For two years they knock about as job hands and forget all that they have previously learned, and then at sixteen fraudulently enlist in the Army as men. Once in the Army there is little or no improvement in their education. Now this is not an exaggeration. Fifty per cent. of our present Army is composed of men who have come into it after this manner. So it is not a case of the educational standard being better, and it is a matter of regret that so little is being done to make it better.

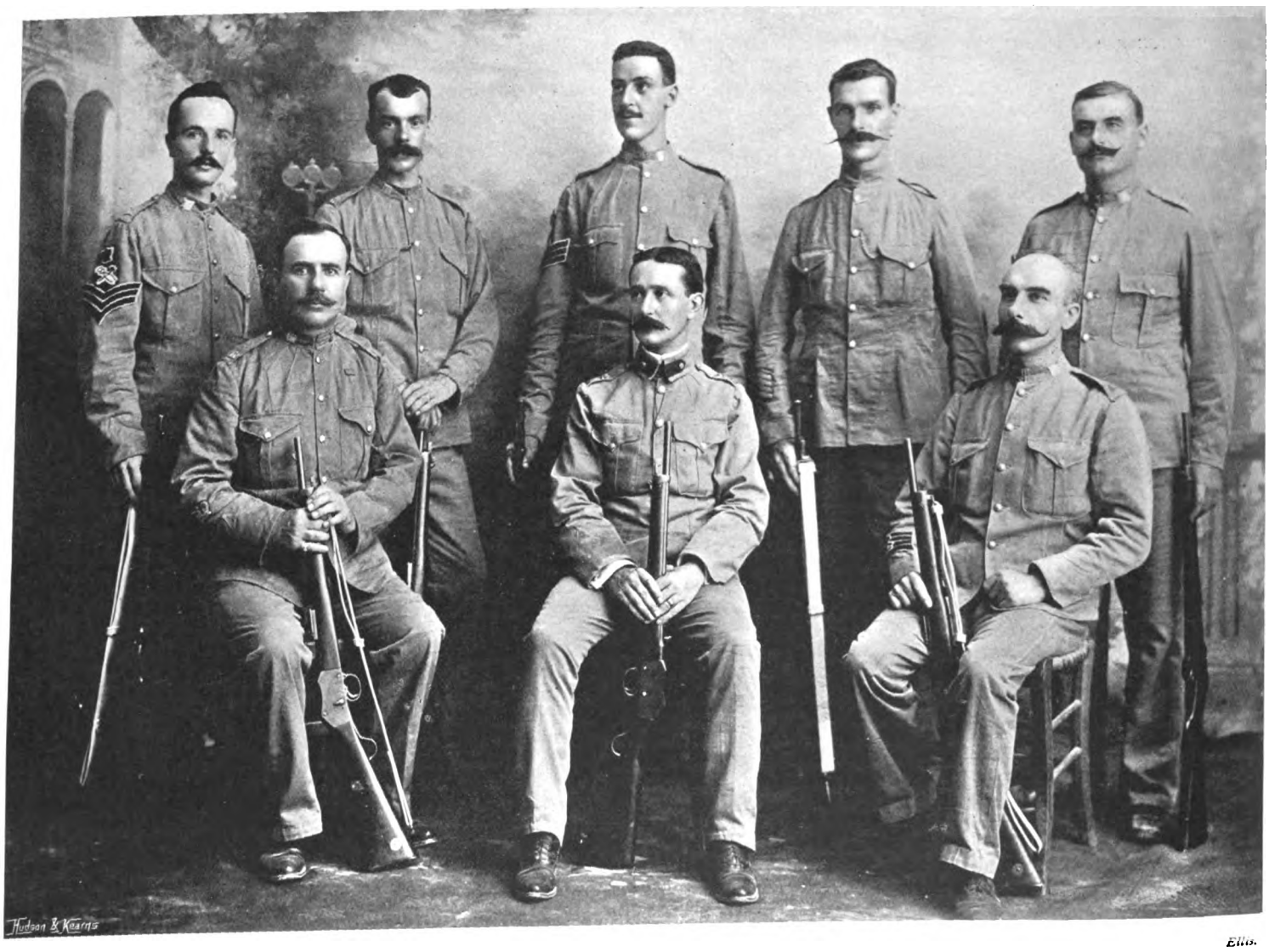
A CHAMPION TEAM.

REFERRING to the article "A Mediterranean Bisley," which appeared in the NAVY AND ARMY ILLUSTRATED of August 2, we regret that one of the winning teams, viz., the 87th Company Royal Garrison Artillery, should have been erroneously given as the winners of the Carbine Championship. This competition was won by a team of the Army Ordnance Corps, of which we give an illustration below. The cup which was won by the Royal Garrison Artillery team was awarded them in connection with a carbine competition between teams of the Royal Garrison Artillery only, the 87th Company beating all other competitors. The above error is all the more regrettable owing to the fact that this makes the third consecutive year that the Army Ordnance Corps have carried off the Carbine Championship, a feat which they may well be proud of, the conditions being to "beat all comers armed with the carbine." It is true that the 87th Company Royal Garrison Artillery entered for this competition, but did not succeed in carrying off the championship, and these men doubtless do not wish to be placed in the position that our previous illustration would indicate.

Another noteworthy fact about the Army Ordnance Corps team this year is that it was composed entirely of non-commissioned officers of the Machinery Artificer Section, and captained by the popular Inspector of Ordnance Machinery, Major Frederick Lane. In addition it might be mentioned that at this meeting all members of the Army Ordnance Corps team were successful in winning one or more prizes, and Sergeant-Major Hamilton was awarded General O'Callaghan's Cup, which is given for the highest aggregate score obtained with the carbine.

Doubtless the members of the Army Ordnance Corps team were greatly disappointed at seeing another team credited with having carried off the prize which they themselves had really won after a hard fight, under somewhat trying circumstances, but we trust this correction will put things once more on an even footing. We feel sure, too, that the members of the other team will be just as pleased to see the correction as they.

Before the actual date for the commencement of the competitions this year it was thought that, even in spite of the fact that a new range had been constructed during the foregoing year, the accommodation would prove insufficient for the large number of competitions which were to be contested. Only a certain time was available, this necessarily being short, because the Mediterranean Fleet were timed to leave on the day following the distribution of prizes. This was, however, made provision for by eliminating pool targets, and minimising the chances of competitors, in certain competitions, from trying again to beat their previous best score at respective ranges. When the state of the weather, which this year was very bad, is taken into consideration, the scores obtained reflect great credit on the various competitors. It is generally believed at Malta that the presence this year of a great many crack shots, who are not in the least affected by the side-title of "The Dug-ups," by which they are sometimes termed, but who proudly muster under the regimental designation of the Royal Garrison Regiment, was to a very great extent responsible for some of the excellent scores which were made, adding momentum to the shooting, and causing the various competitions to be keenly contested all round.



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CHAMPIONS WITH THE CARBINE.

The team of the Army Ordnance Corps who recently for the third time won the Carbine Championship at Malta.

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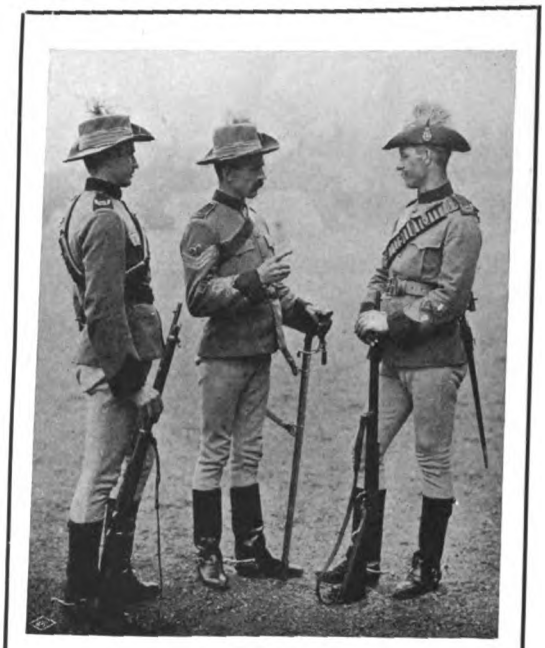
BRITAIN BEYOND THE SEAS.

A Weekly Study of Colonial Naval and Military Interests.

By IMPERIALIST.



QUEENSLAND MOUNTED INFANTRY.

ABOUT this time the 5th Battalion Royal Garrison Regiment will be taking up its quarters at Halifax, Nova Scotia, and the event must not be allowed to pass without due appreciative comment in these notes. As a matter of fact, it is quite likely that this particular move will mark an important new era in the history not only of the British Army, but also of the Empire, and, accordingly, we shall not hesitate to deal with the subject at some length.

At first it seemed as if the Royal Garrison Regiment were a somewhat doubtful experiment. There had been Garrison regiments before, but under somewhat different circumstances, and there was thus no sound foundation on which to build anticipated results; and while some moderately competent critics, the writer among them, were hopeful, there were others, including such an authority as Lord Wolseley himself, who did not hesitate to stigmatise the idea as unpractical and even ridiculous. There is no doubt that the family question was at one time a serious difficulty. It was understood that in the case of Garrison battalions proceeding to the Mediterranean the War Office would provide passages for wives and children, and it is said that the Commanding Officer of one battalion, on being asked for a return of these encumbrances, duly scheduled a total of 960! Of course this was out of the question, and gave colour to the gibes of unfriendly critics who declared that the scheme would never work in practice. However, the difficulty appears to have been largely surmounted, with the pleasing result that, about a fortnight ago, a battalion 1,000 strong was despatched to Halifax, Nova Scotia, from Aldershot, which an experienced General declared was the finest body of men he had ever inspected prior to its departure from the camp.

It is noticeable that part of the inspection of this battalion consisted in the presentation of medals for service in South Africa, from which it is clear that the corps is of a somewhat different constitution from that of the earlier battalions, in which there were, we believe, comparatively few men who had seen active service in the last three or four years. This point is important, if only as emphasising the respect in which the 5th Battalion Royal Garrison Regiment is likely to be held when it reaches its destination. The inclusion in its ranks of a fair sprinkling of men who, so far from being "past work," have only just returned from an up-to-date campaign, and who have chosen the Garrison Regiment as a welcome alternative to drifting into civil life, will be sufficient evidence to the inhabitants of Halifax of the desire of the home authorities to supply them with a garrison not only of trained and disciplined Regular soldiers, but of capable and experienced fighting men.

Let us now turn to the circumstances and conditions under which this corps is settling down in its new quarters. It goes without saying that these circumstances and conditions are altogether different from those under which the average British corps goes on foreign service, and the difference is not only instructive, but full of hopes of excellent results from a new and important departure. A British Line battalion proceeding to a foreign station in course of relief is, indeed, a bird of passage, and, although it may seek to make the most of its temporary sojourn, there is not an officer, not a man, woman, or child of ordinary intelligence in it who does not clearly understand that the new station is no real abiding-place, and that, so far as the latter is concerned, "short views of life" must be taken. But in the case of the rank and file, at any rate, of a Garrison battalion, foreign service may conceivably present itself in an a together different aspect. In the first place there is every inducement to make one's self comfortable, and every discouragement to such behaviour as mars the life, and too often brings about the early ruin, of young soldiers in Colonial and Indian stations. Practically speaking, every man in a Garrison Regiment has had a good deal of knocking about, and has acquired a very good notion of what to do and what to avoid if he wishes to have a pleasant and easy time. Then there is the prospect of being able eventually to settle down in a country of which a useful "working knowledge" will have been acquired under congenial conditions at the cost of the State. It is here that the family question re-enters, and in a much less troublesome aspect than that which rendered the formation of the earlier Garrison battalions a somewhat perplexing as well as costly process.

Even at some considerable expense it should pay, if not the Government, the Empire, to encourage the gradual growth round Garrison battalions in Canada and in other such Colonial quarters of those domestic surroundings which, in the case of a "marching regiment," are apt to give more trouble than they are worth. Of course some tact, care, and discrimination would be advisable, but these judiciously exercised might produce some very important results indeed. The writer of these notes has never been a very enthusiastic advocate of military colonisation under the existing conditions of our military system. A very large proportion of our soldiers come as recruits from the large factories and from other employments in which they learnt nothing whatever calculated to assist them as settlers in a growing colony. To imagine that such men, labouring under the further disadvantage of a necessarily cramped system of military training, would make useful colonists, is to pave the way to some instructive, but none the less painful, failures. But there is reason to anticipate much better results from a careful and thoughtful working of the Garrison regimental system, provided that the "family question" is from the first understood and kept sensibly in view.

Whether the very senior private of a Garrison battalion taking his discharge in, say, Halifax, Nova Scotia, after completion of a total service of, perhaps, a score of years, will be able to make a useful mark as a Canadian agriculturist, or in any high line of local industry or commerce, may be a matter of question. But such a man, with a pension and such civil employment as should be more readily available for the good old soldiers in the Colonies than it is in the crowded Motherland, should make a useful Colonial citizen, and if he has, during his term of service, fought for the Empire, he should have a standing not without honour or general acceptance, provided, of course, that he preserves his self-respect. But if at the commencement of his garrison service abroad he has been accompanied by the right kind of British wife, and by the time he has taken his discharge the two have reared, amid Colonial surroundings, a sturdy, well-conditioned family, there is a bright prospect that the man who in the Army has risen to no higher rank than that of private may prove to be a serious benefactor to the country in which he has elected to spend the autumn and winter of his days. People who talk glibly enough of the "proletariat" and its social value are sometimes ignorant of the fact that the word originally meant merely those who have families (*proles*), a class of citizen which is of very special significance in almost any State, more especially one in which existing population has a small ratio to the tillable and inhabitable area. Sir Wilfrid Laurier the other day was asking French families to come over to Canada and settle there, an invitation to which we took leave to demur. It is possible that a thrifty French peasant family might do more towards furthering the present agricultural prosperity of the Dominion than the sons and daughters of a retiring private of the Royal Garrison Regiment, but from the strictly Imperial standpoint we are inclined to think that the latter would deserve the

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warmer encouragement of Canadian statesmen to make Canada their future and permanent home.

Only the other day we were commenting in these notes on the altered social conditions which have arisen in Malta owing to the arrival of the 1st, 3rd, and 4th Battalions of the Garrison Regiment—the 2nd is at Gibraltar—coupled with the increased encouragement given to Naval warrant and non-commissioned officers, and even stokers, to bring their families out to the island. If in such a short period highly interesting and satisfactory results have been observable in a case where the inducement to settle is not half so marked as it is in that of Canada, surely it is not unreasonable to form almost glowing anticipations of the consequences of this despatch of a Garrison battalion to the fertile and healthy province of Nova Scotia. It is quite true that the greater portion of the inhabitants of that favoured region are engaged in agriculture and the growth of fruit, avocations in which, as we have remarked, the average British soldier and his belongings is not expertly interested. But there is nothing to prevent the Garrison warrant officer, non-commissioned officer, or private with growing sons and daughters from obtaining for the latter a useful training in pursuits for which his own career may have partially unfitted him, and the Government of the Dominion would be well-advised to foster any such aspirations. Moreover, Nova Scotia possesses other outlets for human energy, such as an important fishing industry, and the timber and ship-building trades.

In a word, there are distinct and highly significant possibilities connected with this interesting new departure. Fraternisation and intermarriage may assist to produce in the one case a clearer and more practical Imperialism; in the other, future generations in which the soundness that still characterises the parent stock in the Motherland will have grafted on to it the freer thought and more vigorous habit of Colonial life. If such anticipations be realised, will it be to the detriment or the advantage of the fighting spirit of the Empire? Future Navies, future Armies, future great conflicts by land and sea, may provide an inspiring answer to that question.

GENERAL PIET CRONJE OF POTCHEFSTROOM.

THE later phases of the South African War brought such a crop of new names amongst Boer leaders of repute, that many of the leaders whose titles had been household words with us at the opening of hostilities and in the early stages of the war, were forgotten and almost passed into oblivion. One of these was old "Swart" Piet Cronje, who at the commencement of the war was the Republicans' greatest hope as a general. And of the rough-and-ready backwoodsman type of soldier they could not have found a better man than the uneducated, fierce-minded Dopper, who in his young days had forced the British garrison at Potchefstroom to surrender, even though he knew that a peace had been ratified between the two countries. But the war upon which the Republics engaged had changed from the nature of the fighting which subdued wild Kaffir tribes and gave Cronje the possession of the Raiders at Doornkop in 1896. Its direction was to prove beyond the ken and the imagination of the old-time fighters—of the men who patted their rifles and talked of Boomplaats and Majuba. Younger men were to arrive, men of education and cultured mind, who were destined to snatch the reins of power for the most part from the generals of the older school, and to conduct a campaign out of the ashes of that which their seniors had inaugurated. Stubborn and contrary by nature, old Cronje, like most ignorant men, refused to accept the situations which the younger men pointed out to him, refused to believe that anyone could hazard an opinion upon war but himself. Witness his speech to Major Albrecht, the German professional, who had made war and the study of the art of war the sole object of his life. When he tendered advice to the shaggy old Boer general, the latter replied: "What do you know? Why, I was a general before you were born."

But we should not be ungrateful, for the old man has well served our purpose, and from all accounts has returned to his home in Potchefstroom full of the determination to be a good and law-abiding British subject to the end of his day. His history in the war is perhaps as interesting as that of any of the Boer generals. He first took the field with his own Potchefstroom commando and a scratch commando of Scandinavians, and marched to the investment of Mafeking. But the first successes of Lord Methuen's column at Belmont and Graspan necessitated a reinforcement of Wessels's commandoes. Delarey had first gone down, and then Cronje followed with the bulk of the Potchefstroom and Klerksdorp commandoes, and arrived on the morning that Lord Methuen selected to attack Modder River, in time to be of material assistance to the Boers. From that moment Cronje took over the command of the troops investing Kimberley and holding Lord Methuen in check. He directed the battle of Magersfontein, where his alertness during the night probably saved the Boer cause from disaster. In defensive tactics the old war-dog was as good a soldier as he had ever been. But little or no strategy ever came into his conception of war, except that innate cunningness which is the attribute of the hunter. It was when strategy was put into practice against him that Cronje failed. He had firmly possessed himself of the opinion that the English troops could never leave the railway. Nothing that his more enlightened subordinates might tell him would shake this belief, and so he sat at Magersfontein, or rather Spytfontein, while Lord Roberts encompassed his ruin. Too late he realised that his flank was turned by the advance of the Cavalry Division into Kimberley, and tried to save himself by his precipitate flight towards Bloemfontein. He was brought to bay at Koodoesberg Drift by the cavalry under French, forced to dig himself into the banks of the Modder at Paardeberg, and, what was more humiliating, forced to surrender to Lord Roberts on the anniversary of the battle of Majuba Hill.

Naturally a moral man, he took his great trouble in silence, and accompanied by his wife, who had been in the terrible Paardeberg laager with him, and his secretary, he went in captivity to St. Helena, from which settlement he has only just returned to Potchefstroom, upon the conclusion of peace, after a term of captivity of over two years.

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AN INTERESTING COUPLE.

General Cronje and his wife, who have left St. Helena for home.

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EGYPTIAN MILITARY CADETS.

The Training School at Cairo.

MOHAMED ALI PASHA, the founder of the present dynasty in Egypt, and the founder of modern Egypt, devoted considerable attention to the establishing of military schools, placing over them instructors either brought direct from Europe or who had been trained there. When his ambitious schemes were interfered with by the action of the several Powers in 1840, these schools at once languished, and under his successor, Abbas Pasha, they were entirely closed, and it was left for Ismail Pasha to carry out his grandfather's ideas.

In 1864 he re-established an infantry school with 500 cadets, a cavalry and artillery school with 120 cadets each, a veterinary school with 20 cadets, and a staff college with 30. These all flourished until his deposition in 1879, when, on account of the necessity for economical reforms, the English Government, acting under the advice of Mr. Rivers Wilson, Minister of Finance in Egypt, abolished all these distinctive schools and established one single military school with 100 cadets to supply all arms. It remained at this strength for about twelve years, until, with a view to the exigencies of another Nile Expedition, carried on chiefly by native troops, it was gradually raised to 200. Since the opening of the Soudan it has been again reduced, the present establishment being 150. Of these about three-fourths are Egyptian and one-fourth Soudanese cadets. These latter are generally the sons of Soudanese officers who have been specially recommended by the commanding officers of the various Soudanese battalions. The Egyptian cadets are also the sons of officers or other men holding good positions in the country. They are only admitted after having obtained a certificate from one of the Government civil schools proving that they have reached a qualifying standard in all primary studies. There are also a few cadets called "Sirdar's cadets," who are admitted by special nomination of the Sirdar, and such as are not in possession of the above certificate are required to pass a qualifying examination at the school. All the Soudanese cadets, as well as the majority of the Egyptian, are free pupils; the senior cadets, moreover, as well as the non-commissioned officers, receive the same pay as soldiers, according to their rank.

Photos. "Navy & Army."

DRILL ORDER.
A gentleman in khaki.

NEAT AND TRIM.
In walking out dress

The present personnel of the school is as follows: A director, El Lewa (Major-General) Ismail Pasha Sarhauk, son-in-law of the present Prime Minister of Egypt; a commandant, Lieutenant-Colonel Matchett, Connaught Rangers; a senior master, Mr. H. E. Brian, B.A. (Cantab), assisted by three other university graduates —one of whom, Mr. F. S. Plunkett, the next in seniority, has charge of the school games — and five Egyptian masters. There are also three Egyptian company officers, one of whom, Mulazim Awal (First Lieutenant) Mahmud Effendi Rasmi, took the photographs from which our pictures are reproduced.

The routine of work for the day commences with the sounding of réveille at dawn (a less variable hour in Egypt than in England), and the cadets at once begin to roll up their mattresses and fold their blankets and sheets, as shown in the illustration, after which, having made themselves, as well as their rifles, neat and clean, they "fall in" for parade at 6.45 a.m., and are dismissed at 8 a.m. At 8.15 a.m. breakfast is served, and it will be seen from the picture that their ideas of meals are not much at variance with English ones. The hours from nine till noon are spent in study, and, after an interval of two hours for dinner and recreation, more lessons are given in the afternoon. From 4.30 p.m. till 5.30 p.m. they are again on parade; at 6.15 p.m. they have their evening meal, and from 7 p.m. till 8.30 p.m. voluntary private study goes on in the class-rooms. At 9 p.m., after hearing the orders for next day read out, they retire, and "lights out" is sounded at 9.15 p.m.

ON GUARD.
Cadet doing sentry go.

SMART AND READY.
Cadet in full marching order.

The first class, who are the non-commissioned officers of the cadet company, attend riding school twice a week instead of the morning parade, and a similar time is given up to gun-drill. Each class in turn attends the gymnasium twice a week instead of parade. The gymnastics are in charge of Colour-Sergeant Brockway of the Grenadier Guards, and are a great feature of the school. At the Annual Military Tournament, given by the British troops in Egypt, one of the most appreciated items on the programme is a gymnastic display by the cadets of the Military School.

On two afternoons in each week football for the whole school takes the place of parade, and every Thursday afternoon, which corresponds to the English Saturday afternoon, there is a football match, generally with one of the regiments belonging to the army of occupation, and the cadets as often as not come off victorious.

In the class-room they are instructed in all the usual subjects of elementary mathematics—viz., arithmetic, algebra, geometry, mensuration, etc.—and many of the cadets become apt scholars. They are also taught military topography, fortification, military law, etc. They are all taught English—in fact, all the instruction in the higher classes is given in English, and many of the papers done in the various subjects at the half-yearly examinations would not disgrace similar pupils in English schools. These examinations are held at the end of June and December in each year, after which a certain number of the senior cadets receive their commissions in the Egyptian Army as Mulazimeen It-towani (second lieutenants). After the June examination there is the usual speech day and

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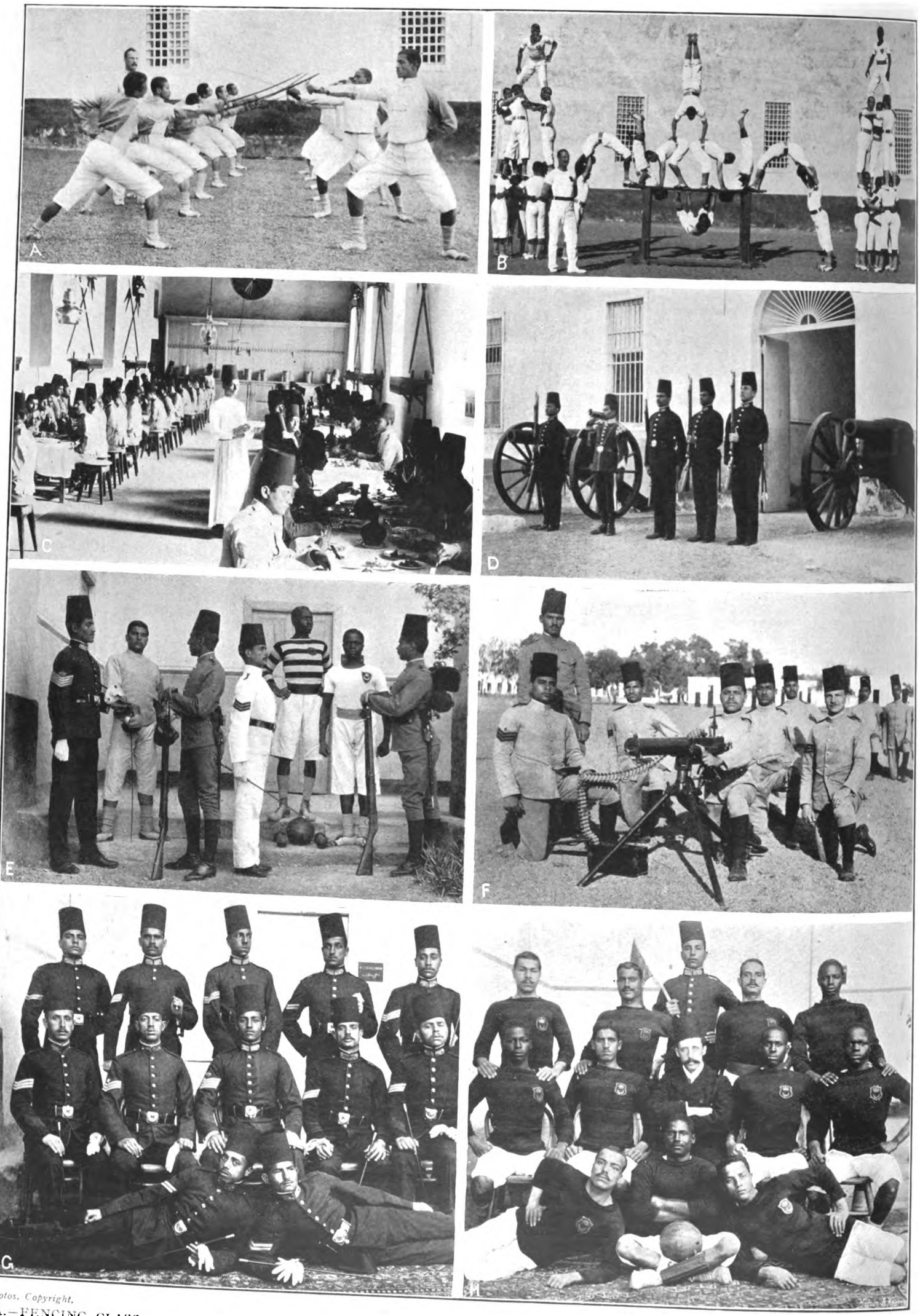

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A.—FENCING CLASS. B.—A CLASS AT GYMNASTICS. C.—CADETS AT DINNER. D.—GENERAL SALUTE, PRESENTING ARMS. E.—VARIOUS UNIFORMS WORN BY THE CADETS. F.—FIRST CLASS AT GUN DRILL. G.—THE N.C.O.'S OF THE SCHOOL. H.—FIRST ELEVEN FOOTBALL TEAM.

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distribution of prizes, really valuable books, revolvers, watches, etc., being carried off by successful cadets. After the December examination the cadets go through a course of musketry on the rifle ranges, prizes being awarded to the best shots.

In March or April of each year the cadets have their annual sports. The programme is a very varied one, and includes all the items usually found on the card of any English public school similar event. Considering, too, that all the races are run on a sand track, the times are quite up to the average. At the last sports the Hundred Yards was done in 11-sec., the Quarter-mile in 58-sec., the Half-mile in 2-min. 26¼-sec., and the Mile in 5-min. 21-sec. The High Jump was 5-ft. 3-in. and the Long Jump 17-ft. 1-in.

The afternoon of Thursday in each week is a half-holiday, and Friday, the Mahomedan Sabbath, is a whole holiday, and on these days only are cadets allowed out of the school for visiting their friends. Their annual leave commences on July 1 and extends to the end of September.

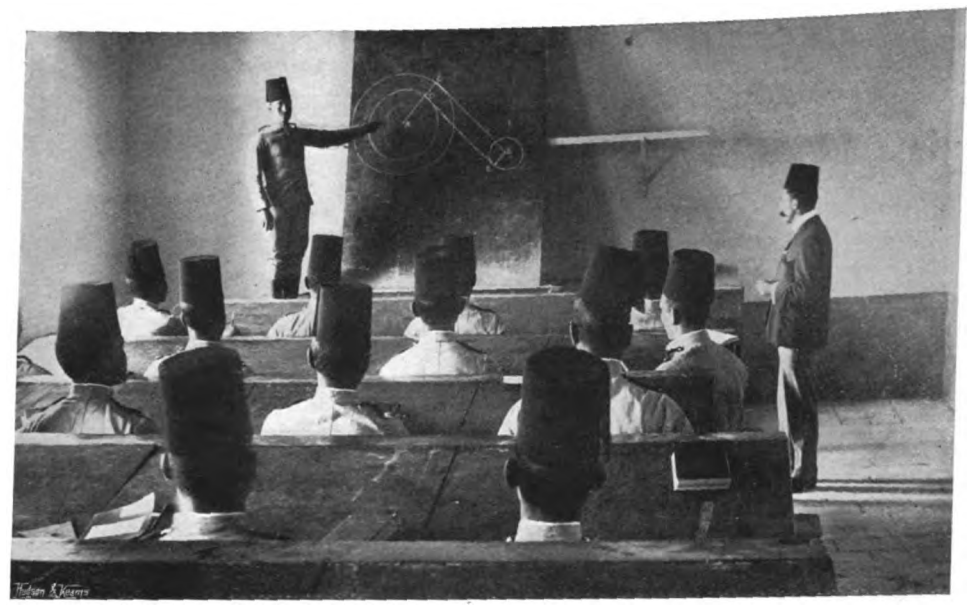
Of many distinguished visitors who have visited the school of late years, we may mention Their Royal Highnesses the Duke of Connaught, the Duke of Cambridge, and the Crown Prince of Siam.

In glancing at the above details of a valuable and interesting institution, one is forcibly reminded of that great turning point in the history of the Egyptian Army, the autumn and winter of 1882, and one is inclined to reflect how very different might have been the status of this important Military School if things had then been otherwise, and the control of Egypt had not passed more or less completely into British hands.

Nowadays we are apt to forget that the well-being of Egypt and of everything connected with it, more especially all its military institutions, is largely due to our old enemy—he was really our very good friend, though neither he nor we knew it at the time—Arabi Pasha. When Arabi headed a rising with the object of getting rid of British and French influence, France, to her lasting regret, refused to take action, and we went in and gave Arabi the punishment he required. That gave us the real control of Egypt, and that we have improved our opportunities even Continental backbiters are forced to acknowledge.

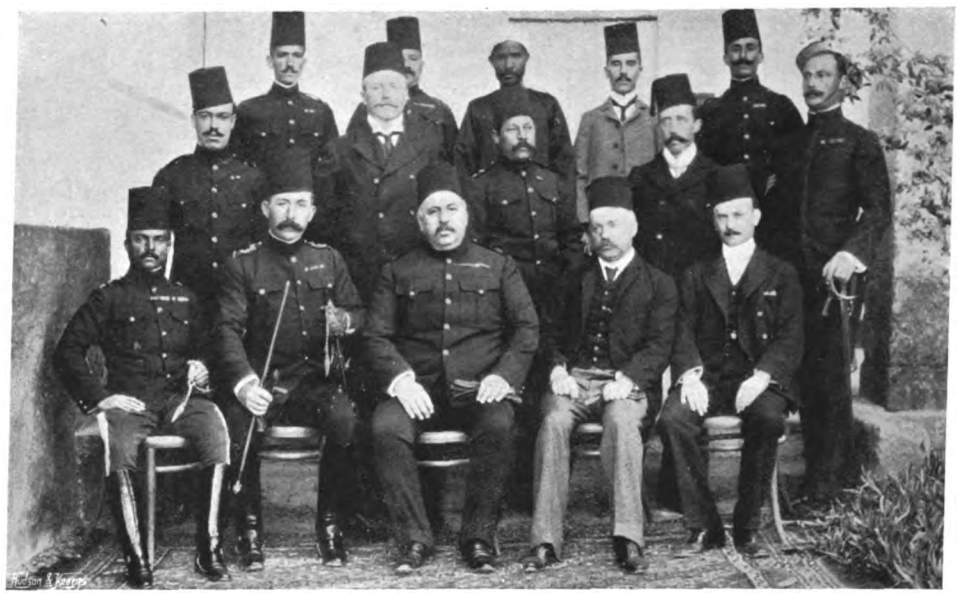
When, after the fall of Arabi, the old Egyptian Army was disbanded, and a new one was set on foot with Sir Evelyn Wood as its first Sirdar, we laid not only Egypt, but the Soudan also, under an imperishable debt of gratitude, for we produced an organisation failing which the finest Military Schools that it would have been possible to conceive would have been utterly futile. Not only that, but, year in and year out, we supported that organisation by lending to it scores of our very best officers, many of whom lost their lives in its service before the weapon so patiently and laboriously forged could strike its final blow.

With such assistance the Cairo Training School has naturally prospered, and has turned out hundreds of fine officers who have served worthily under British leadership in many notable engagements. Whether the time will ever come when such an institution can be safely trusted to "go alone" is a matter into which it is quite outside the scope of this sketch to enquire. For the present it is sufficient to point to the School as a thoroughly successful and practical one, and to claim that it is so largely because it is a British product as far as organisation, discipline, instruction, and control are concerned.



CADETS AT SCHOOL.

Tuition in geometry.



THE SCHOOL STAFF.

A learned and praiseworthy group.

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THE CLUB-ROOM.

Where the cadets spend their leisure time.

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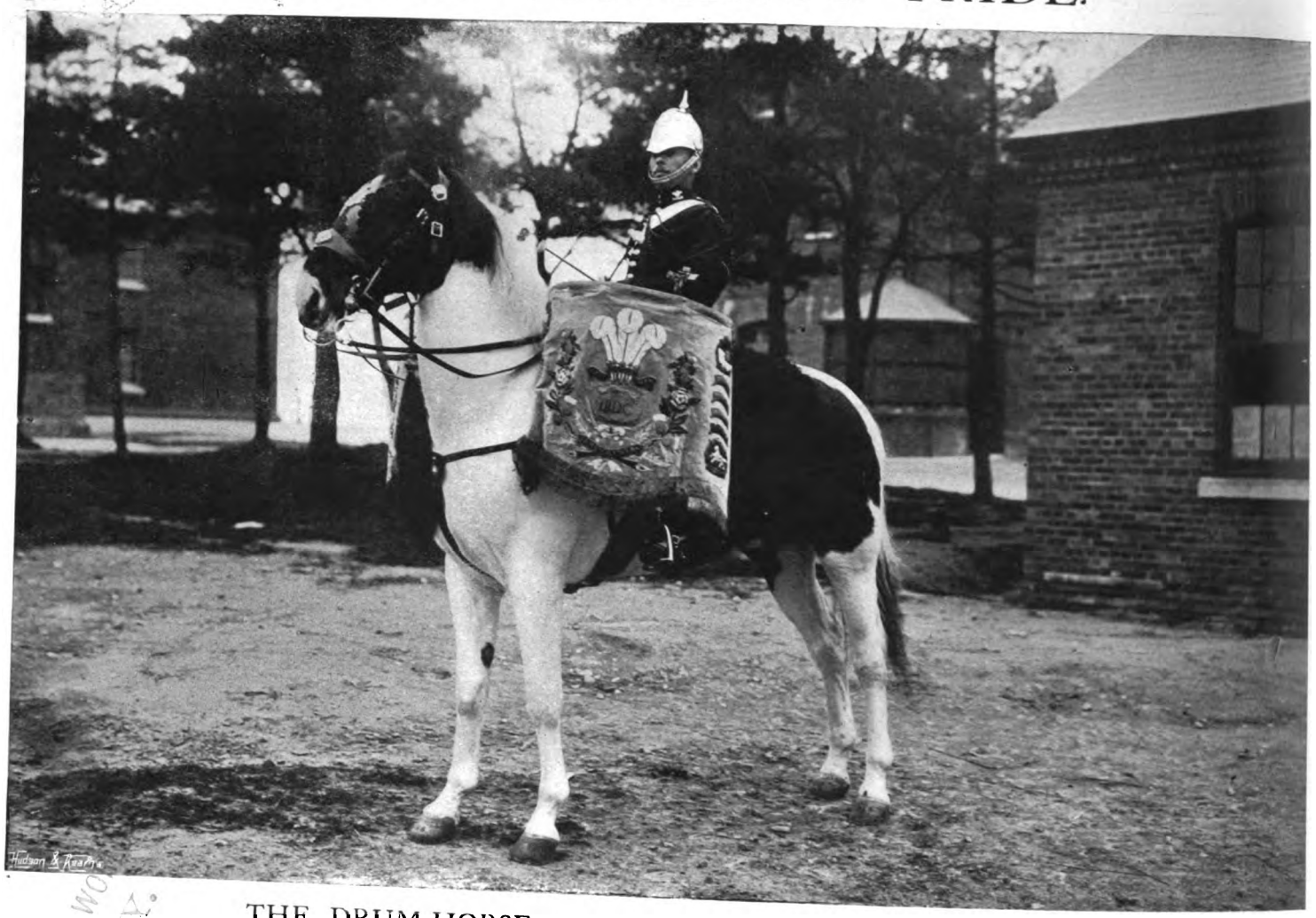
THEIR REGIMENT'S PRIDE.



THE DRUM-HORSE OF THE 3RD DRAGOON GUARDS.

We regret very much that with a picture of the above drum-horse, published in a recent issue, we should have stated that it belonged to the 21st (Empress of India's) Lancers. We should have said that it was lent to the 21st Lancers during the time the 3rd Dragoon Guards (Prince of Wales's) were on active service in South Africa, and that it is the property of the latter regiment, who are to be congratulated on having such a beautiful creature in their possession.

Photos. Copyright. *Charleton, Newbridge.*

"GENERAL," THE DRUM-HORSE OF THE 13TH HUSSARS.

Imposing as they look, cavalry kettle-drums, from the musical point of view, are an anachronism. In olden times, when trumpet music could only produce three chords, the timpani, tuned in the tonic and dominant, gave the real bass notes of the tune. Now brass band music modulates into every conceivable progression; still the kettle-drums are there, beating two notes, which mostly have no connection with those which the band plays. However, they will doubtless always be preserved on account of their attractive pomp and glitter.

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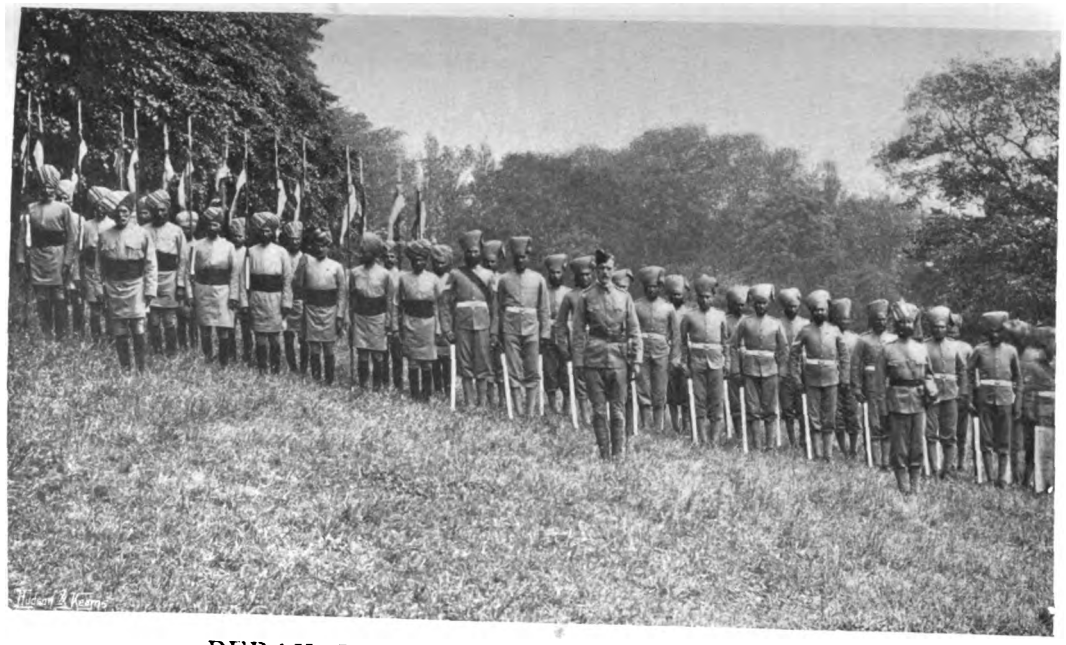
FROM AFRICA AND ASIA.



PERAK LANCERS AND MALAY GUIDES.

Men whose fine figures and picturesque uniforms have lately adorned our streets

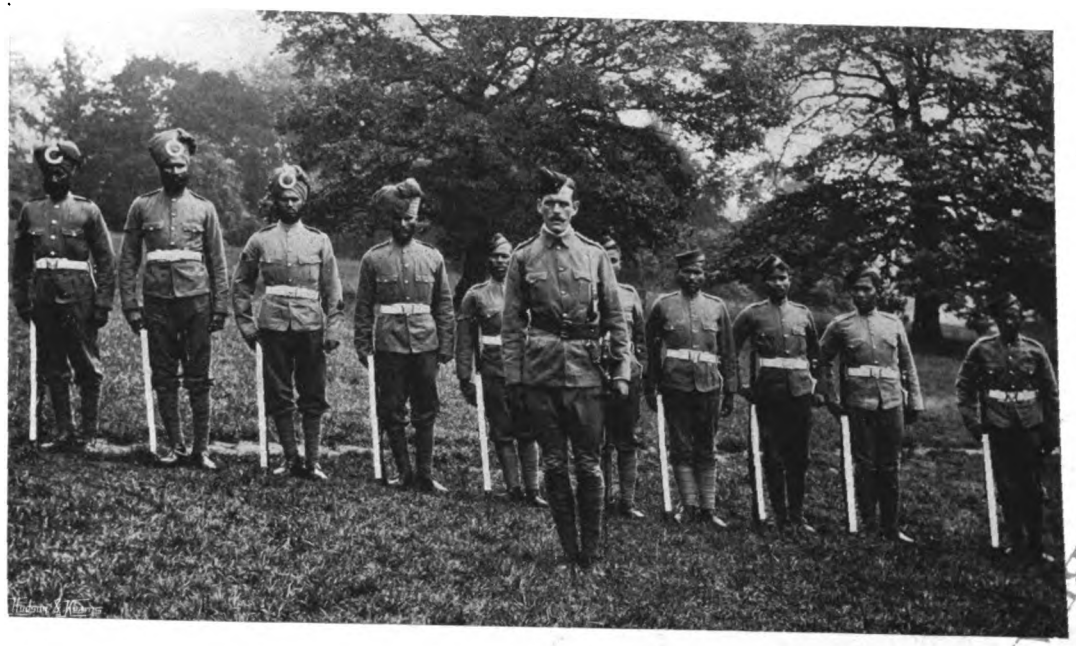
N.C.O.'S OF THE RHODESIA CONTINGENT.

The first two, British South African Police; the others, South Rhodesia Volunteers.

Photos Copyright.

OFFICERS OF THE NATAL CONTINGENT.

Back row: Sergt. Vanderplank, Sergt. Ingle, and Sergt. Eales. Front row: Sergt.-Majors Harkness and Smith.



MEN FROM THE STRAITS SETTLEMENTS.

The Hong-Kong and Singapore Asiatic Artillery and the Singapore Submarine Miner.—Royal Engineers

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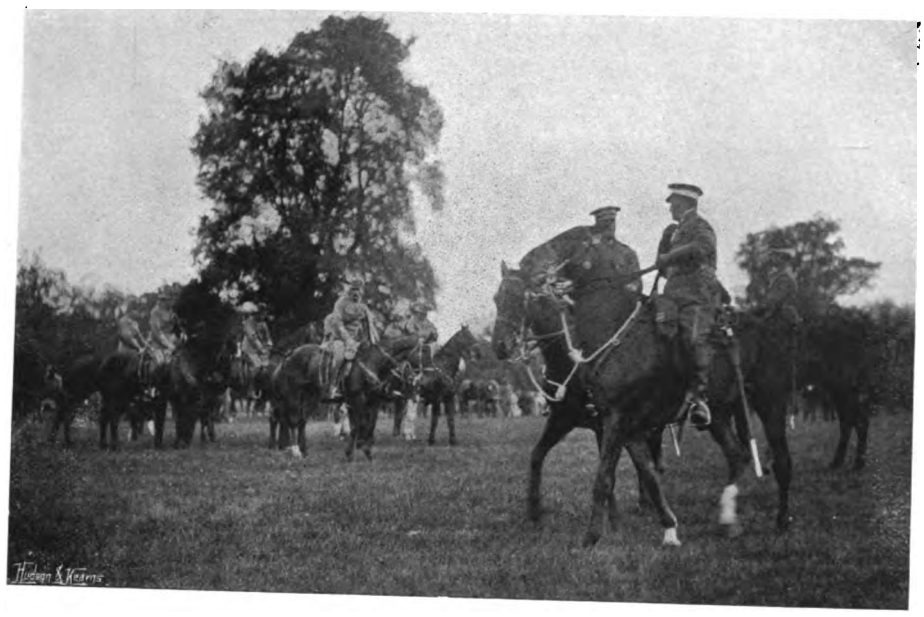
THE BEDFORDSHIRE IMPERIAL YEOMANRY.



A FRIENDLY CHAT.

Captain George Evans, M.F.H., conversing with a brother officer.

THE HORSE LINES.

Colonel Miles, C.B., M.V.O., and Major Lord Alwyne Compton inspecting horses.

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A TROOP ON PARADE.

"Right about Wheel."

ONE day recently the Bedfordshire Imperial Yeomanry were inspected by Colonel Miles, C.B., M.V.O., commanding the 1st Life Guards, and lately returned from service in South Africa, where he was in charge of the Composite Regiment of Household Cavalry. This new corps of Bedfordshire Yeomanry, which has been raised through the influence and by the generosity of the Duke of Bedford, Earl Cowper, Colonel Shuttleworth, and others belonging to the county, assembled for its first annual training on May 15 in Wrest Park, an ideal camping ground, belonging to, and lent for the occasion by, Earl Cowper, Lord-Lieutenant of Bedfordshire. Here, nestling amongst stately trees, on ground sloping gently northwards towards a miniature lake, the pleasure grounds, the gardens, and wooded wilderness of Wrest lying beyond, were pitched the white tents, a double line from east to west for each squadron, leaving a broad space between where the picketed horses stood face to face; the mess tents were placed at right angles higher up the slope, the sergeants on the north-east, the troopers and corporals on the south-east, and the officers' mess and official tents in the centre. One of the largest tents was set apart for the men's messing, and was also used for Divine Service on Sundays.

In the absence of Colonel Shuttleworth, who had most unfortunately met with an accident early in the training whilst playing polo, the command devolved on Major Lord Alwyne Compton, M.P. for North Bedfordshire, who, while leading Compton's Horse to victory in South Africa, had with him many of the troopers now in his present corps.

The first week of the training severely tried both men and horses, owing to the frequent downpours of cold rain accompanied by bitter winds; but, despite damp surroundings, which mean much discomfort in camp life, the men cheerily performed their many duties, and rapidly attained a proficiency in their drill that did credit not only to their heads and hearts, but to the unflagging zeal of their officers; and for inspection they turned out in their new service uniforms, slouch hats, brown bandoliers, brown leggings and boots, as serviceable-looking a regiment as could be wished. After parade they were ordered into the open spaces of the park, when each squadron went through manœuvring drill, attacking or defending a given position against an imaginary foe. Up the hills and down the triple avenue of limes came the galloping troops, sitting firm in their saddles and keeping good formation, astonishing all by the readiness with which they had acquired their soldier's duties, considering that many of them had but a short time previously entered their new profession.

While the men of one squadron were being exercised, those whose turn had not yet arrived lay on the short grass beside their horses, or stood waiting for orders, in readiness to spring to the saddle at the word of command. Some little distance away another party, having finished their part in the day's performance, rested in the same manner, listening for the summons back to camp. But there was yet more to be done before they could enjoy their dinner and a well-earned rest; for, as each squadron returned to quarters, the horses had to be unsaddled and led to drink from troughs near the gamekeeper's cottage, where an unfailing flow of pure water was supplied by an artesian well; then, when thus refreshed, they were picketed and rubbed down, until their coats shone again. Colonel Miles, accompanied by Major Lord Alwyne Compton and Staff, visited each line of horses, which he inspected minutely.

The fortnight in camp was far from being "all work and no play," as with the Regimental Sports, smoking concerts for the men, and tent pegging and polo for the officers, the time seemed all too short, and the camping in Wrest Park was a pleasant holiday.

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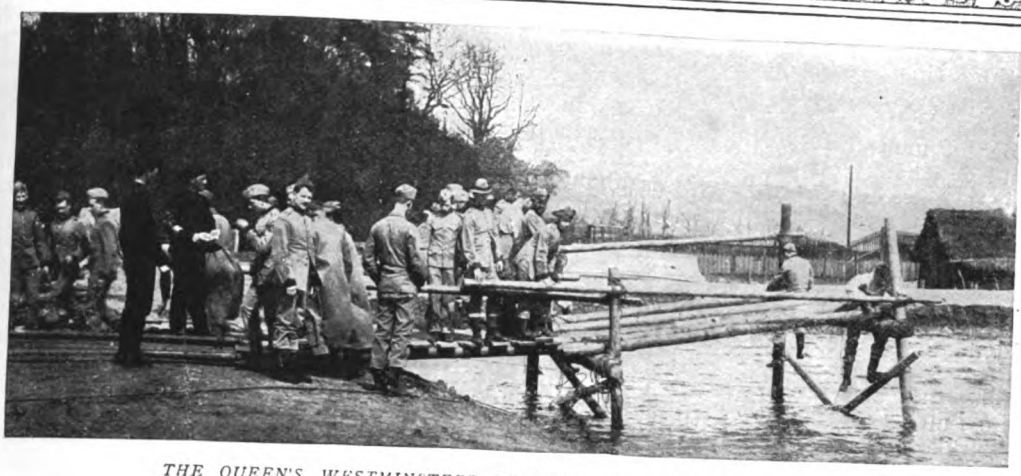

THE QUEEN'S WESTMINSTERS BUILDING A TRESTLE BRIDGE.

VOLUNTEER CYCLISTS.

DEFENCE, NOT DEFIANCE.

Citizen Soldiers in Town and Country.

By TRAINBAND.

THE adequate supply of officers to fill the adjutancies of Imperial Yeomanry and Volunteer corps is a problem with which it is likely the authorities will be called upon to grapple without delay. There were generally officers in sufficient number available for these appointments in time of peace, but during the late war considerable difficulty was experienced in filling up the posts. Indeed, the dearth of Regular officers has lately been very widely felt in connection with Volunteer Artillery, and as regards Volunteer Engineers, practically every corps in the kingdom is at present without an officer of the Royal Engineers as adjutant. In several instances the Reserve of Officers has been drawn upon to furnish adjutants for Imperial Yeomanry regiments, and in some few cases also for Volunteer Infantry battalions; and it has not unfrequently been advocated that officers on the Reserve of Officers' List should at all times be eligible for such employment. It must not be overlooked, however, that those from the Reserve were appointed entirely because no officers on the Active List were available at the time, and it is at least doubtful whether many of the Reserve of Officers will find such employment in the future. Some who are interested in the matter go so far as to urge that the adjutants of Volunteer battalions should be selected from amongst Volunteer officers, and that a similar system should be extended to the Yeomanry Force as regards the same employment of its own officers. The adoption of such a plan would certainly render each corps absolutely independent of assistance from the Regulars, and thus give it a greater sense of self-reliance. It cannot be denied, moreover, that most of the Volunteer officers who have lately been serving as acting-adjutants of their corps have shown considerable capability, and there are many Yeomanry officers who gained much valuable experience during the war in South Africa, who would probably be willing to discharge the duties of adjutant of their regiment. At the same time, when possible, we think it far better that an officer on the Active List of the Regular Army should in all cases fill the appointment. Many readers can doubtless remember when the adjutants of all branches of the Auxiliary Forces were retired Army officers. It was generally understood that that system was abolished in order that Militia, Yeomanry, and Volunteer corps might obtain the benefit of instruction from an officer whose knowledge and methods would necessarily be quite up to date. Very probably if Volunteer officers were to be universally gazetted to the appointment of adjutant in their own Force they would show less tendency to fossilise than did some of the retired Army officers in the old days. But experience seems to indicate that the fact of the adjutant being an officer at the time actually on the Active List of the Regular Army carries a certain weight and influence through all ranks, for which it would be hard to find a satisfactory substitute in many Volunteer regiments.

About a fortnight ago there was briefly, but at the same time very generally, reported a case which was heard at the Farnham Petty Sessions. The defendant was a member of one of the Volunteer battalions of the Queen's Royal West Surrey Regiment, and he was summoned for riding a bicycle after the legal time without a light. In defence it was pleaded that when the alleged offence was committed the defendant was accompanying a cyclist section of his corps. Nevertheless, the presiding justices ruled that he must be dealt with in the ordinary manner, and a small fine, with costs, was imposed. From the rather vague and distinctly guarded manner in which the particulars have been brought to our notice, it may possibly have been that the defendant was not actually on duty with the Volunteer cycling detachment, and if this were so, he obviously was technically guilty. On the other hand, if he were on duty, although, of course, the decision of the justices must have been strictly according to law, it must also be regarded as having been hardly in accordance with the dictates of natural equity. Under all military circumstances, Volunteers are exempt from the requirements of the Excise regarding a gun licence. It might be thought that as a matter of law cyclists on duty with their corps would not be liable to a penalty for riding without a light. At the same time, in the interests of the ordinary foot passenger, for whom the roads are becoming increasingly dangerous, it must be acknowledged that a general movement of military cyclists at night, riding without lights, would be attended with considerable risk.

Although the official Volunteer year does not end until October 31, recruiting for the Force temporarily ceased some little time ago. Any men who have recently desired to join have merely had their names entered on the lists for enrolment after November 1, for were they enrolled this year they could but swell the number who would have to be returned as non-efficient. It is, therefore, possible to estimate how far the prophecies of an alarming decrease in the Force, as a direct result of the last regulations, have been justified. It is a matter for regret to find that these fears, so widely expressed, were well founded. On good authority it is stated that nearly all the best-known metropolitan battalions have largely suffered, the average loss working out roughly at considerably over a hundred men in each battalion. Amongst the corps which show a marked decrease in numerical strength may be mentioned the Queen's Westminster, the Artists, the Inns of Court, the Victoria and St. George's, and the London Scottish. It is only fair to state that several causes have contributed to this grave state of affairs. In the first place, the wave of patriotism which swept over the land during the Boer War was responsible for the enrolment of a large number of men who at ordinary times would never have contemplated joining the Volunteer Force. With peace the inevitable reaction set in, and in consequence some diminution in the strength of battalions must be expected. Then the increase in the establishment of the Yeomanry attracted many recruits who might otherwise have joined the Volunteers, and some who were serving with Volunteer battalions resigned from the Force, and subsequently joined the Imperial Yeomanry. But when full allowance has been made for these various causes, it must

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still be acknowledged that the chief influence which has led to the serious falling off in numbers has been the promulgation of the new regulations, with the clauses enforcing attendance at camp.

The excellent muster for training this year on Salisbury Plain, at Aldershot, and at Shorncliffe clearly indicated that a very real effort was made to comply with the requirements. But the number of men the date of whose brief holiday is uncertain, and dependent on the exactions of their employers, who in their turn are dependent on the stress of business, must always be great. Such men naturally hesitate to join the Volunteer Force, and if already members are tempted to resign. Although the regulations, as they appear in their revised form, afford a certain amount of elasticity, this year's returns, as far as can be judged, will reveal a very serious case, which will demand most careful consideration.

Little surprise can be felt on learning that the recent decision of the War Office to furnish no funds towards the establishment of rifle ranges for the Auxiliary Forces has caused considerable disappointment. It is certainly a matter of great difficulty to procure a suitable site for a range within easy reach of some of our large towns, yet it is obviously unreasonable to demand a high standard of marksmanship and withhold the means of acquiring it. Private enterprise has already accomplished much, but the expense of obtaining land and subsequently forming a range should really not be dependent on the patriotism of a few individuals in any locality. In addition to the lease or purchase of land, there is in these days a good deal of expense in the proper fitting up of the range itself. For instance, Major Fremantle has affirmed that a telephone should be installed on every range exceeding 100-yds. in length. Truly the telephone is the great modern safeguard, but even with its assistance care must be shown. It is related that once when Sir Henry Halford was about to begin shooting at 1,000-yds. range, he asked the marker through the telephone "Are you all right?" The marker answered "All right, sir, in about a minute." Unfortunately, Sir Henry only heard the first part of the sentence, so he lay down and fired his shot without delay. On looking through his telescope to see the result, he was horrified to observe the marker with a ghastly white face staggering towards his shelter. In great alarm, Sir Henry asked through the telephone, "Are you badly hurt?" To his intense relief, the reply came back, "No, sir, thank you; but I had a bucket of target whitewash between my legs; you put a bullet in it, and splashed it over my face." It is hardly necessary to say that there are many other and heavier expenses than telephones in connection with rifle ranges, and the matter is one of such vital importance that it is to be trusted that the War Office may be enabled shortly to reverse its decision.

VOLUNTEER PROFICIENCY.

THE accompanying picture of a summer-house situated in the garden of the Commercial Union Assurance Company at Exeter, would scarcely be connected by a casual observer with the splendid force of men who form the Citizen Army of Great Britain at the present day. Yet here it was that the upholders of the Volunteer Movement held their first meeting as early as 1852, and also many subsequent ones as well. The Volunteer Movement of Great Britain is certainly unique in the history of the nations of the world. In 1859, on the occasion of a menace to England, which menace seemed to indicate the possibility of an invasion, a strong feeling of patriotism arose among the people who were eager to take up arms for the defence of our shores. General Peel was at the time War Minister, and realised the importance of this spontaneous outburst, and the Government, acting on his advice, decided to accept the services of those who offered themselves, and to form a Volunteer Army. The conditions, however, were very different at that time from what they are to-day, for the Government made no promise of pecuniary aid to meet the expenses which were entailed in the way of arms and clothing. The Volunteers were to find everything, uniform, accoutrements, and arms, and also to pay the expenses of the men who were to instruct them in the rudiments of military evolutions. It is very doubtful whether such conditions would draw many men at the present day, but the result at the time above mentioned came as a surprise to the world, and caused some astonishment to Great Britain herself. Men of all classes rushed to enroll themselves; they took to the discipline of drill in a most marvellous manner, and gave up a large amount of their spare time to their Volunteer work.

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AN ODD MEETING-PLACE.

Where Volunteer enthusiasts held their first meeting in 1852.

In a comparatively short time about 100,000 men had enrolled themselves, as Artillery and Riflemen, and still offers of newly-formed companies came pouring in, in spite of the fact that an expenditure of something like £8 per man was necessary in order to provide the equipment and to pay for the instruction, etc. This show of martial enthusiasm proved that the English race, although it has been termed a "nation of shopkeepers," is a warlike one when occasion arises for the display of martial ardour.

Within two years from the date of the first enrolment, Queen Victoria reviewed two large bodies of Volunteers, one in Hyde Park and the other in Queen's Park, Edinburgh, numbering together something like 80,000 men who had received instruction in elementary drill, and who were able to move in large bodies without any sign of confusion. The Queen again gave the Volunteers an opportunity of appearing before her about twenty years later, the review in Windsor Park being a most inspiring spectacle; but the display at Edinburgh is said to have been one of the most remarkable events in the history of our Volunteer Force. This review was held in a perfect deluge of rain, and although all present were soaked through and through, the discipline of the Volunteers stood the test so well, that from this time they were looked upon as having a capacity for very high discipline. The downpour of rain on this occasion was at first viewed by some in the light of a misfortune, but when it was seen that the qualities of the men assembled had to be tested, it was looked upon as a fortunate occurrence, as it effectually proved them to be thoroughly disciplined and steady. There are at the present day something like 250 Volunteer battalions in existence, which, taking each battalion at its proper war strength, should number about 250,000 men of all ranks. Then, too, we must take into consideration the fact that about one-fifth of the whole of this number is constantly being changed, by the dropping out of time-expired men, and the filling of their places by new recruits. Therefore should an occasion ever arise rendering the mobilisation of the Volunteers necessary, we shall have, besides the men serving at the time, over 1,000,000 men who have seen some service, and who in consequence could be more quickly trained than could a raw recruit. One drawback to which this cause has been subject is the lack of good officers; this, however, is fast disappearing, and most of the corps now in existence are commanded by officers who have studied their work with great zeal and have taken every opportunity of improving their knowledge of military operations, and who in consequence are really capable of commanding than in bygone days, as was shown by the work done in South Africa.

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OLD STYLE.

BATTLE-SHIPS AT MANŒUVRES.

NEW TYPE.

THE SEA-POWER OF THE NATIONS.

A RECORD OF POLICY AND PROGRESS FROM WEEK TO WEEK.

By JOHN LEYLAND.

A CORRESPONDENT of the *Times*, writing from Kieff, recently communicated to that paper intelligence concerning the activity of the Russians in the Black Sea, which was certainly interesting. He described the great defensive strength of Sebastopol in these days, the "feverish haste" with which ship-building is going forward there and at Nicolaieff, and the significant character of the movements of Russian ships in the Euxine. These evidences of activity may be assumed to possess greater importance in view of the demand lately made by the Russian authorities that certain destroyers, built outside the Black Sea, should be permitted, notwithstanding treaty stipulations, through the Dardanelles. It would truly be a subtle distinction which would class these craft as anything else than engines of war, on the ground that they flew the Russian commercial flag. Two years ago the Turkish authorities assumed a very firm attitude in regard to this question, in refusing to allow vessels of the Russian Volunteer Fleet to pass through the narrow waters with their guns mounted, and accordingly, out of international politeness, the guns were carried in the hold, and the dignity of Turkey was saved. To those who have watched the course of events in the Black Sea, intelligence of a Russian forward movement there will not cause surprise, and there may even be ground for believing that the complications looming in that quarter promise sooner or later to present one of the most difficult questions for solution in the whole range of international relations.

The correspondent describes the Grand Duke Alexander Mikhailovich, who was in the "Rostislav" when she visited the Black Sea ports and looked into Trebizond, as the most hardworking commander in the Russian Navy, having his heart and soul in his work, and possessing a wide knowledge of Naval affairs. The Grand Duke is still a young man, in his thirties, but it may be expected, when the time comes for the realisation of Russia's purpose, that he will be the Naval Commander-in-Chief. It appears that he has been amassing useful information concerning the ports of Asia Minor, which is to be put into shape for the use of Russian officers in the Black Sea Squadron, and particular significance is attached to the visit to Trebizond, because that place is within little more than a hundred miles of Erzeroum, which is the last Turkish garrison in that direction, and the place where large forces are maintained. It is well known that the Russian troops in the South are always practically mobilised, and we are told that the ships of the Russian Steam Navigation Company, which are subsidised by the Government, are capable of embarking 200,000 men, and that of the company's fleet, 75 per cent. are always within short notice of the South Russian ports. In this constant readiness for action menace to Turkey is doubtless implied. Sebastopol has been given up entirely to the Navy, and is now a fortress of great strength, and the correspondent avers that mines have recently been laid outside the harbour there. That can only have been work in connection with the manœuvres, but it would certainly be true to say that the positions for mine fields have been laid down, and that the water space has been carefully plotted, with range-finding instruments, to make effective against an enemy's war-ships the fire of the shore guns. The private wharfage in the harbour has been taken over by the Naval authorities almost wholly, and the former commercial importance of the place has vanished, while the ship-building yards both there and at Nicolaieff are busily occupied. At the latter yard another battle-ship has been laid down, and cruisers are in hand. It is also stated that several submarines have secretly been brought forward. Indeed, in battle-ships, cruisers, and destroyers, not to speak of submarines, the Russian Black Sea Fleet is now a very different force from what it was a few years ago.

Russia is manifestly well established in those waters, and the steps of her advance are clearly marked. When Peter the Great ascended the throne, the Black Sea was still a Turkish lake, but under Catherine II. the Russians established themselves firmly on the shores of that sea and of the Sea of Azof, and the Turkish fleet was utterly destroyed in the Bay of Chesme. It may be interesting to recall the fact that this destruction, though brought about by Russian ships, was really the work of Englishmen—Admiral Elphinstone, Commodore Grieg, and Lieutenants Dugdale and Mackenzie. The Russian Navy had grown to formidable dimensions, and continued to progress, receiving finally a very important advantage by the destruction of the Turkish fleet at Navarino in 1827. But in the war of 1854-55 the Russians, no longer able to utilise the services of Englishmen, were reduced to Naval impotence, with the result that the Powers were able to impose a treaty which debarred their activity in waters they made their own. It may be remembered, however, that in 1870, when France and Germany were in the throes of the great conflict, Prince Gortchakoff demanded the right to repudiate the clause of the Treaty of Paris which restricted activity within the Black Sea, and that a conference was assembled and the offending clause abrogated. It has recently become known that the actuating secret impulse in this business, which was aimed as a blow at us, came from Prince Bismarck, whose correspondence has shown, indeed, that Gortchakoff was himself at first reluctant to adopt the suggestion. The success, however, was the charter of recent progress; and Lord Beaconsfield laid stress upon the fact that the effect of the later treaty of San Stefano would be to turn the Black Sea into a Russian lake. It was a forecast amply justified by what has happened.

Thus from small beginnings did Russian power in those waters grow, and it does not require great perspicacity to foresee that sooner or later a demand will be made for the abolition of those stipulations which forbid the passage of Russian war-ships through the Dardanelles. Russia has had excellent reasons for not putting forward such a claim up to the present time, since the arrangement could not be made without opening the Dardanelles to the war-ships of other nations also, and until the Russian fleet in the Black Sea is strong enough, and its bases are sufficiently fortified and provided, it could not answer her purposes that any change should be made. Even now the time has not come, and we may suspect that the recent demand for the passage of the destroyers was really a *ballon d'essai*. What is quite certain is that any attempt of a foreign fleet to operate in the Black Sea would be a very different matter from the easy promenade of 1854. Russia is, in fact, already impregnable on that side, and doubtless feels confidence in her strength. Her strategical situation has many disadvantages, but there she is secure, and it is not to be doubted that her aim is to make her position in the Black Sea the base for wider activity.

These remarks are not offered with any alarmist intention, but merely to show that Russian progress in those waters is

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unmistakable, and that it is the logical and necessary outcome of the policy which she has pursued during the last two hundred years. The politics of Europe are complicated, and Turkey feels some strength in the support of Germany. It may be hoped that thus a balance of power will be established; but it must ever be kept in view that when the outburst comes it will probably take the shape of a demand on the part of Russia and France that the Black Sea clauses shall be altogether swept away. The French already claim that the Western Mediterranean is a French lake, and they would doubtless like to see the way open for their Russian allies to issue into its Eastern waters.

THE SHEERNESS GUNNERY SCHOOL.

ORIGINALLY an Italian religious festival, the carnival has come to be more and more a secular amusement in these days, and, far from being merely confined to Lent, is held at any and every time. Naturally the meaning of the word has altered, in the same measure, and is now used to denote almost anything partaking of the nature of a procession and general merriment. Those are, in fact, the essential factors in any carnival, and that with which Sheerness amused itself a week or two back was not lacking in either of these qualities. But the town of guns did not amuse itself solely for its own sake. The citizens had a nobler purpose in view. They wished to benefit the local charities, and in that there is no doubt they succeeded.

Ever to the fore where there is fun and frolic, Jack of the Gunnery School determined to lend a helping hand. Chief Petty Officer H. Cox and Mr. M. Walsh were the moving spirits, and under their able direction a magnificent car was prepared to represent the School. A natural subject to select was "Britannia," and with all the maidenly beauty of Sheerness at their disposal, the two organisers must have had a hard task to pick the prettiest "Britannia" possible. Our readers may judge of their success from the accompanying picture of the car and its occupants, which was taken at a full-dress rehearsal held in the dockyard at the rear of the captain's residence at about five o'clock in the evening.

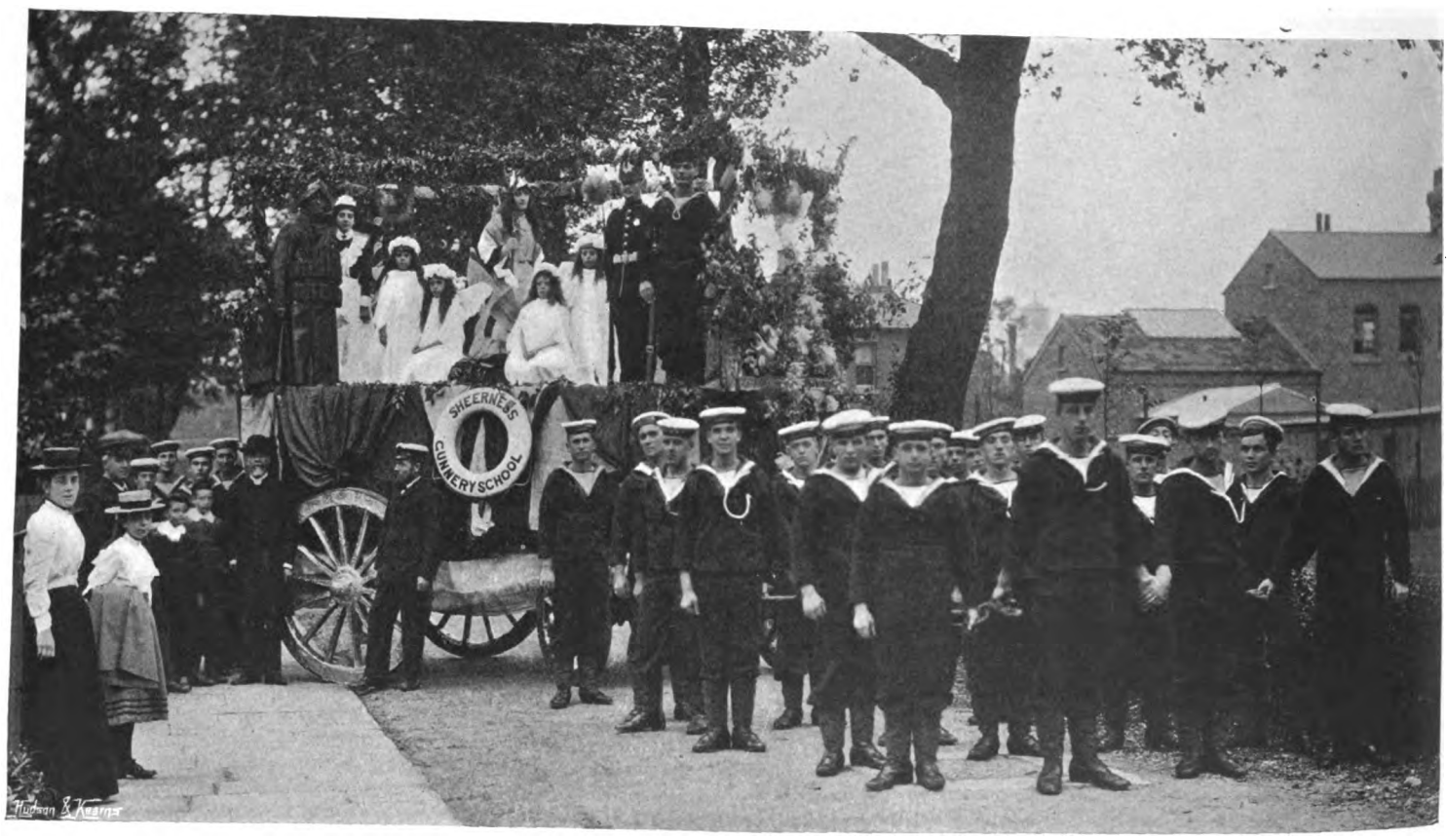
The car is most tastefully decorated, and the handsome scroll bearing Nelson's famous signal, which is carried on the front, has for some years past held a noteworthy position in the quadrangle of the Gunnery School. The ornamentation of this car must have cost much time and labour, but the success it attained should well repay the workers, for not only did it excite universal admiration, but the first prize feli a victim to its charms (or perhaps the judge did to its fair passengers).

The part of "Britannia" was admirably sustained by Miss Florence Franklin, and the Red Cross nurse found a winsome representative in Miss Minnie Colegate. The "mere men," namely, Gunnery-Instructor Kirby, Lance-Corporal Ingham, and Chief Petty Officer Cox, all bore their parts as Bluejacket, Royal Marine, and Lifeboatman respectively, with distinction, and the stage managerial cares do not seem to have been too much for the gallant Chief Petty Officer.

The motive power to the car was supplied by thirty stalwart Bluejackets, who added not a little to its fine appearance. There can never be, to the present generation at least, any car drawn by seamen which does not call to mind that last sad duty which the men of the "Excellent" performed for their revered Mistress at Windsor. Jack (we cannot call him the "handy-man," the name is too redolent of good-natured contempt) is ever ready to step into a breach, or help in any good cause, and here we have him in his element. It has been our privilege to give pictures now and again of entertainments on board some of His Majesty's ships, and all know what a good actor he makes.

The Sheerness Gunnery School is, or should be, well known to our readers. It lies close to the steam basin, and has long since outgrown the limits of its accommodation. It is much to be regretted that it was found impossible to build on the only site available on sanitary grounds. The good work done by the School has received praise from all quarters, and in this connection it is interesting to remember the splendid services rendered to gunnery by Captain Percy Scott, who we are pleased to note is to go to Whale Island again. This gallant officer has done more to raise the standard of efficient gunnery in the Navy than any other living officer. At the School the young idea is taught how to shoot, in a double sense, and the position of the port, on the estuary of the Thames, gives an additional importance to the necessity for good shots among those who are to help to defend the Empire's Capital should any foe attempt to storm it. And is it not written in the book of the history of England, that a certain De Ruyter, a Dutchman, once sailed up the Medway, destroyed Sheerness, and burnt the ships lying off Chatham, and then went on up the Thames as far as Tilbury Fort? That was the greatest humiliation the "Mistress of the Seas" has ever had, and it rests with seamen and gunners of the present day to see that it is not repeated.

But while men must work, at the same time they must play, and it is just such play as that we have endeavoured to give a short description of here that oils the wheels of life and makes them run smoothly.



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A HANDSOME TURN-OUT.

The Gunnery School's car "Britannia" at the Sheerness Charity Carnival.

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AFTER A HOT MARCH: SCINDE.

A BHAVNAGAR LANCER.

OUR INDIAN EMPIRE.

A RUNNING RECORD OF MILITARY LIFE AND INCIDENT IN THE "SHINY EAST."

By CAPTAIN OWEN WHEELER.

THE commencement of October marks a very important period of the Indian military year, the opening, namely, of the regular drill season, as distinct from the hot weather and rainy months, in which all but necessary routine duties are for the most part allowed to slide. At the beginning of October officers come back from leave, some from the hills where they have been enjoying a merry time seasoned with flirtations and other more or less innocent pastimes; some from Kashmir, where they have alternated between the sportsmanlike joys to be derived from a great tract of lovely country reserved to one or two guns, and the increasing gaieties of Srinagar; a third section from big-game shooting in the jungles at a much lower altitude, such as the great Seoni Forests, where Kipling's Mowgli hunted, and the notable tiger-haunted region in which the officers of the Central India Horse have annually such goodly sport. All through the regiment there is an air of returning to work, which is very refreshing after the comparative torpor and inaction of the preceding six months, and already the adjutant is beginning to wonder if the drafts which are coming out from home will be up to the usual mark, and whether the newly-gazetted young officers intend to stick to the regiment or merely to make it a stepping-stone to the Staff Corps. The morning parades are becoming longer, and there is talk of field-days on an altogether unprecedented scale, for India is ever a land of "shaves"—the good old military term for "rumours"—on the most trivial subjects. In a word, the order of the day is work, and the time has gone by for any but exceptional leave, and for "Europe mornings," except on the time-honoured "garrison holiday."

Incidentally, perhaps, I should explain for the benefit of home readers that a "Europe morning" is one on which the Army officer in India sleeps as long as he pleases, instead of having to struggle out of bed at six o'clock—having only retired, perhaps, a couple of hours earlier—in order to attend parade. Personally speaking, this early rising never troubled me very much, but I confess to a strong and abiding reluctance to the shaving process while my eyelids were still heavy with slumber. Most officers have themselves shaved by a native barber, and in not a few cases the operation is deftly performed while the victim is still in bed and asleep. But I always disliked feeling a native's clammy fingers on my face, and used as a rule to shave myself, although it is by no means easy in India to keep one's razors in good order. After which "personal statement" perhaps I had better return to the contemplation of an Indian October in a less trivial aspect.

The Indian drill season is emphatically, and particularly at its commencement, a period of movement. Regiments are moving in course of relief, drafts of time-expired men are moving down country with a view to early embarkation, drafts of recruits are moving outwards from home, and, finally, quite a number of high military officials are usually moving about on tours of inspection often calculated to produce a good deal of commotion, not to say discomfort, in the minor stations upon which they make it their business to swoop. The late Mr. Aberigh-Mackay in that interesting book "Twenty-One Days in India" draws a delightful little pen-sketch of the visit of a great military authority to some small cantonment, and of the resulting comment on the part of the resident community. It is years since I saw the book, but I well remember the picture of the subaltern smacking his leg with his "swagger stick" and murmuring, by way of a tribute to the departing visitor, "Doosid active old man!" There is no getting over the fact that most of these perambulating officials in India, especially the military ones, are "doosid active," though it is only quite occasionally, and in the highest grades of all, that it is fair to allude to them as "old men."

Talk of activity! I remember an Adjutant-General in India who, when he went on a tour with the Commander-in-Chief, took with him a following of seven polo ponies, of which he made excellent use whenever he came to a station where polo was played. And it was only a few years before he became Commander-in-Chief that Lockhart made a journey from one end of the Frontier to the other, riding, I suppose, most of the distance in what used in my young days to be the Frontier fashion, that is, walking one mile and galloping the next, a very useful and practical method where country-bred horses and Frontier paths are concerned.

The Viceroy's autumn tour has been announced in outline, and, although the dates are not finally settled, the following arrangements are probable. His Excellency leaves Simla on the 25th inst., and proceeds to Delhi, Jhansi, Orcha, Mhow, Dhar, and Indore, arriving at Ujain about the 8th prox. Then he goes on to Kotah, Bundi, Udaipur, Ajmere, Jodhpur, and Bikanir, arriving at Jeypore about December 1, and reaching Calcutta about the 5th or 6th.

Many of the places mentioned in this programme have most interesting historical and other associations, but none more than Udaipur, the capital of the Rajput state of Mewar. The Maharana of Udaipur boasts of an uninterrupted descent from, if I remember rightly, the Sun, and, in any case, the bluest blood of India *ought* to be flowing in his veins. The whole of the country round Udaipur is seamed with wonderful traditions, many of which are centred in the extraordinary hill-fortress of Chitor, the old capital of Rajputana, which lies a little to the north-east of Udaipur, and between the British military stations of Neemuch and Nusseerabad. The great hill on which Chitor is built is an isolated one in a wide plain, and thus it lent itself naturally to the construction of walls and works constituting in early days what should have been an almost impregnable stronghold. Yet the place was successfully besieged and sacked four times, although, because in one instance the sacking process was incomplete, the ancient annals of Rajasthan speak quaintly of the "three-and-a-half sacks of Chitor."

As a youngster I was once on detachment duty at Neemuch, and I twice visited Chitor, once going up the hill into the native town, the other time shooting in the immediate neighbourhood in company with another subaltern from a native regiment. We did not get much, principally partridges and pigeons, but my friend, who was rather short-sighted, saw towards evening an animal break cover in front of him, into which he put a charge of shot, only to find that he had desperately wounded a village pig! I am afraid the protests of that unfortunate porker linger more clearly in my memory

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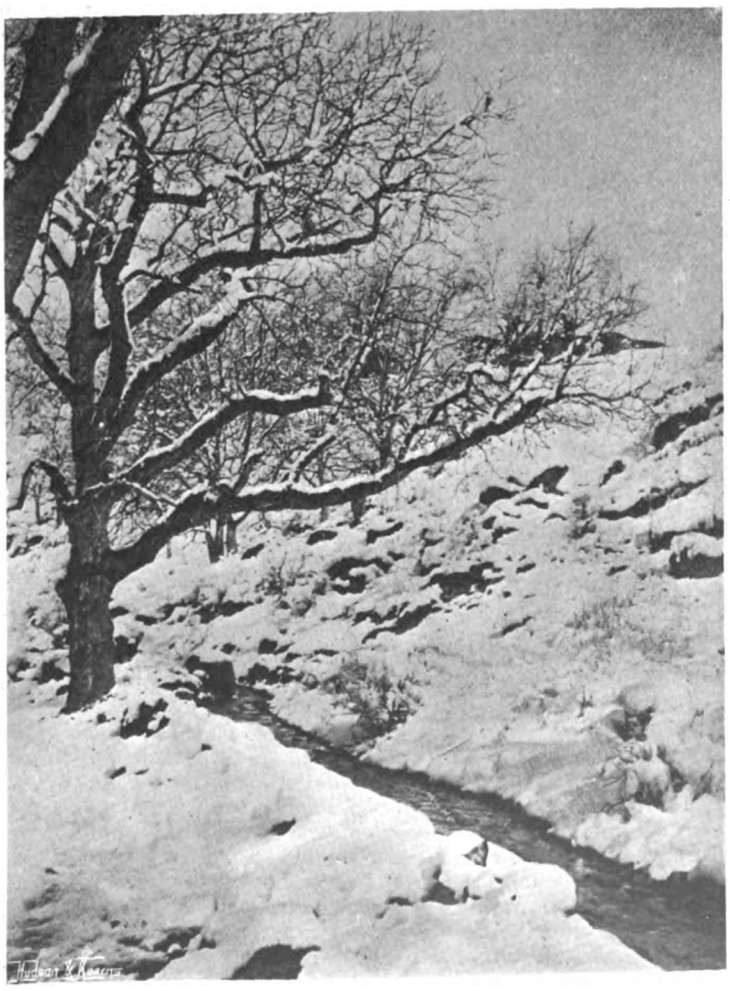
than any of the local traditions which I industriously garnered at the time concerning the annals of Chitor and of Rajputana generally.

The story of my friend's error in regard to the village pig reminds me of a number of shooting accidents, in one or two of which I was more or less personally concerned. I suppose not many fellows who have seen a good deal of mixed shooting in India have altogether escaped such accidents, although perhaps they may not care to talk about them. My own experiences were happily trivial, although one of them frightened me a little at the time. I was the only "gun," and was walking up the side of a hill in line with two or three natives, at intervals of about thirty or forty paces, in the hope of getting some sand-grouse. A bird got up and flew back, and when it was fifty or sixty yards to my right rear I fired. I don't remember whether I killed it, but I know that there was a howl, and one of my beaters, who had lingered behind, came out from the back of a bush with his manly bosom peppered with No. 8 shot. There was rather a hullabaloo, as the entire village turned out and seemed convinced that the unfortunate man was going to die. However, I took him into the station hospital on my trap, and in a couple of days he was well again having had a famous time in hospital, where he had been put on full diet, and had eaten more good food than he had tasted in his life before. I gave him a few rupees, and he returned to his village convinced that I was an important philanthropist, although to some ignorant minds my methods might seem a little irregular.

I remember once mentioning at an Indian dinner-table that some man I knew had accidentally shot a native and had given him five rupees, which had been considered a rather handsome remuneration. I was rather confused when I found myself rather fixedly regarded by a fellow-guest, who I suddenly remembered held the position of Sessions Judge, and who, for all I knew, might hold very serious views on such matters. "What is that you say?" demanded this gentleman, very gravely, in tones which confirmed my suspicion that I had made rather a young ass of myself. "Do you mean to tell me that a friend of yours wounded a native when out shooting, and gave him five rupees to cover the damage?" I admitted hurriedly that this was what I intended to convey by my artless narrative. "Shot him in the leg, I think you said?" "Yes, but I daresay he wasn't very badly hurt." "And gave him five rupees?" "Yes, five rupees," I answered, quite ashamed that any friend of mine should have been so terribly mean. "You have been stationed on the Bombay side, I believe?" continued my judicial tormentor. "Yes, at Neemuch in Central India." "Well, all I can say," the Judge observed, with a twinkle in his eye —I afterwards learned that he was a noted humorist—"is that the tariff in your parts seems quite unnecessarily high!"

WINTER IN CHITRAL.

UNTIL 1895 few Englishmen, even those living in India, were familiar with even the name of Chitral. Few who went to Kashmir for sport or travel had ever journeyed so far as this country, which is now tolerably well known to a section at least of the Indian garrison. As is now an open secret, the mission of Dr. Robertson (who has since been rewarded with the K.C.S.I.) in 1893 was a purely peaceful one, and was designed to obtain more accurate information than was then in the hands of the Government of India as regards the routes from the "roof of the world" towards India from the north and west. Dr. Robertson was well received by the local Government, and stayed in Chitral from January to June. Subsequent events, beginning with the murder of Nizam-ul-Mulk by his brother the Amir-ul-Mulk, and the culminating siege and relief of Chitral, are matters of such recent history as to need no recapitulation. The garrison of Chitral covered itself with glory, as did also the Relief Force.



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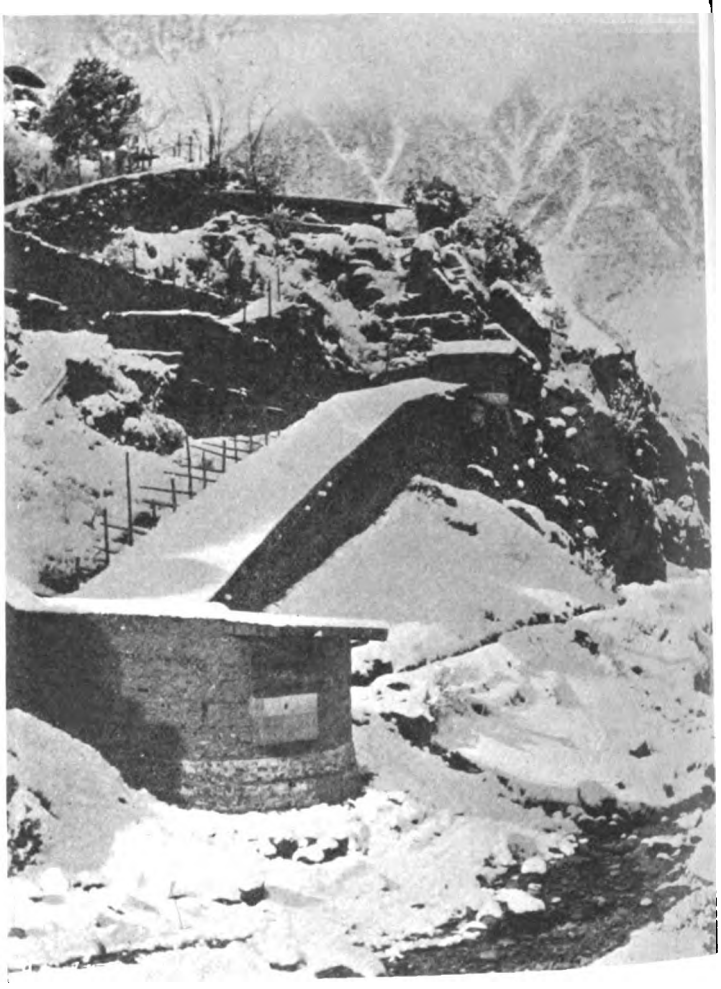
WINTER'S CHILL BLAST.

Forty degrees below zero.



NECESSARY PRECAUTIONS.

A covered way to the well, used in siege-time.

Many acts of the greatest gallantry were performed during the siege and relief. Suffice it to say that in August, 1895, it was decided to retain Chitral, and that Drosh, or Killa Drosh, which we show in the pictures published herewith, was decided upon as headquarters. It does not look a very inviting winter resort, and at first the garrison, cut off as they are during the long snow-time, were supposed to be in a very "parlous" position. Their relief in the spring was for the first few years always watched with anxiety by the frontier soldiers who knew of the dangers through which they had to pass. Needless to say there was always "bazaar gup" that So-and-so had been cut off, and so many men killed and guns taken. The rumours happily turned out to be untrue. All soldiers now enjoy a tour of service at Drosh though affairs are pretty rough there, and the relief march is no child's play. We shall have something to say of this, and also of the good "shikar" to be had in Chitral, on a future occasion. From the illustrations our readers can judge of the appearance of the place in winter time.

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THE GERMAN ARMY MANŒUVRES, 1902.

THE German Emperor this year took the extraordinary course of inviting to be present at his annual manœuvres, which were held on the Polish Frontier, between Posen and Frankfort-on-the-Oder, those foreign officers who were most qualified to give an expert opinion on modern war. His invitation comprised officers of high rank who had taken part in recent campaigns. Lord Roberts, Sir John French, Sir T. Kelly-Kenny, Colonel Sclater, and Mr. Brodrick were the English officers who accepted the invitation, while General Woods and a considerable staff, including the late President's nephew, represented the American Army. Thus the Kaiser, in conversation with these distinguished visitors, hoped to arrive at a satisfactory opinion on the "war-worthiness" of his immense Army.

It seemed rather like inviting judges of ratting terriers to pass opinions upon blood-hounds. But doubtless in war, as with dogs, the fundamental principles are much the same. Anyway, whether distinguished English or American generals are competent to judge of such an enormous machine as the German Army, is quite an argument apart from this article. The Emperor gave his guests a splendid show, not only of masses of armed men, but of masses magnificently disciplined and well appointed. He had the Fifth Army Corps operating against the Third, with a division of cavalry on either side, and the opening phases of the Kaiser Manœuvres were of great interest. When the two forces were feeling for each other, the cavalry work was admirably done, patrols, such as the one shown in the illustration, often covering fifty miles to glean information. The contact of the infantry was not so impressive, although the Kaiser had intended that this part of his training should be the one to impress his expert visitors. But although the Germans have not succeeded in acquiring the true practice of the fire tactics which will be the most serviceable in face of modern rifle-fire, yet they understand the spirit of this lesson which was taught us in South Africa. Their infantry is trained to make every use of ground cover, and the spade in future is to enter largely into their scheme of infantry advance wherever the ground is favourable. But the *pièce de résistance* which the Kaiser had reserved for his guests was on the third day, when, dressed as a Black Brunswick Hussar, he placed himself at the head of sixty squadrons of cavalry, and at the gallop rolled up two infantry divisions — overrode 50,000 men. It was a magnificent sight.

Our picture gives a small view of this great theatrical spectacle—just shows four squadrons of Cuirassiers rallying after having swept through a battery of guns. In conversation, German cavalry officers say that they do not intend to tempt fortune in this manner in war, that they only do it to give their men and horses a gallop and, in peace, to keep alive the old traditions of the famous arm. But a glance at their Regulations will, I am afraid, favour the opinion that if they ever have an opportunity they will give shock tactics just one more trial.

The latest military hobby with which the Emperor has concerned himself is machine-guns. He has now established a new arm to his Service, with a distinctive uniform, which is equivalent to our Galloping Maxims. They have been organised to operate as an auxiliary to cavalry, and their workmanlike appearance may be judged from the illustration on the next page.

A ROYAL FIELD-MARSHAL AND HIS SON.
The Kaiser as a Black Brunswicker.

SEEKERS AFTER TRUTH.
Lord Roberts and Mr. Brodrick at the Kaiser Manœuvres.

Photos Copyright. *O. Tellgmann.*

EXPERTS FROM THE PHILIPPINES.
General Woods and Staff taking notes.

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THE GERMAN ARMY MANŒUVRES, 1902.

THE KAISER'S "SET PIECE."
Cuirassiers rallying after the great charge.

THE CRUCIAL MOMENT.
Fix bayonets—"Parade marsche."

Photos. Copyright.

THE EYES AND EARS OF THE GERMAN ARMY.
A Uhlan officer's patrol.

O. Tellgmann.

THE KAISER'S LATEST MILITARY HOBBY.
Machin-gun batteries.

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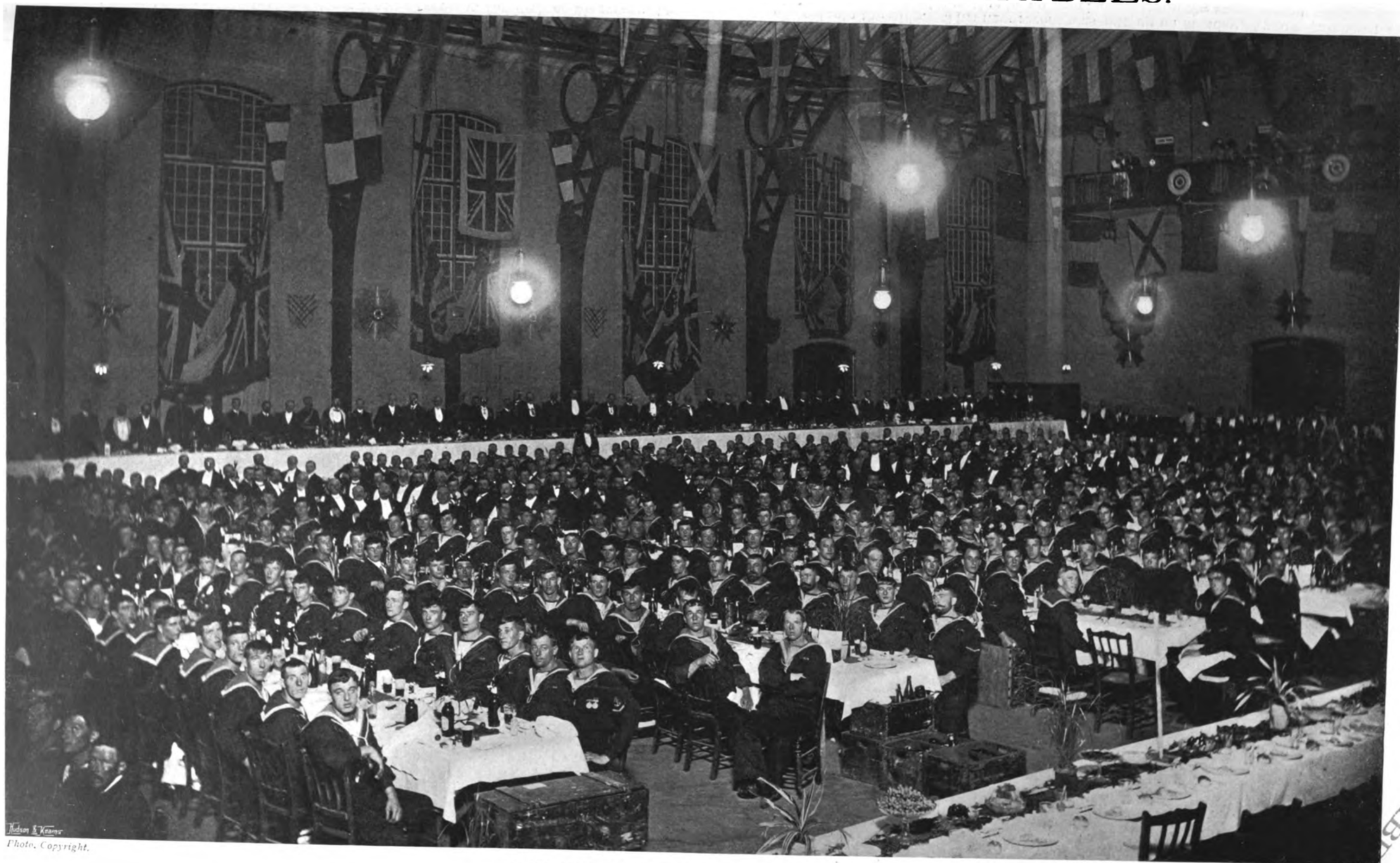
THE BANQUET TO THE "TERRIBLES."



Photo, Copyright. Russell.

"SUCCESS TO THE 'TERRIBLE'!"

The scene at the Drill Hall on Tuesday, September 23.

The magnificent reception accorded them by the Mayor and townsfolk of Portsmouth will not easily be forgotten by the officers and men.

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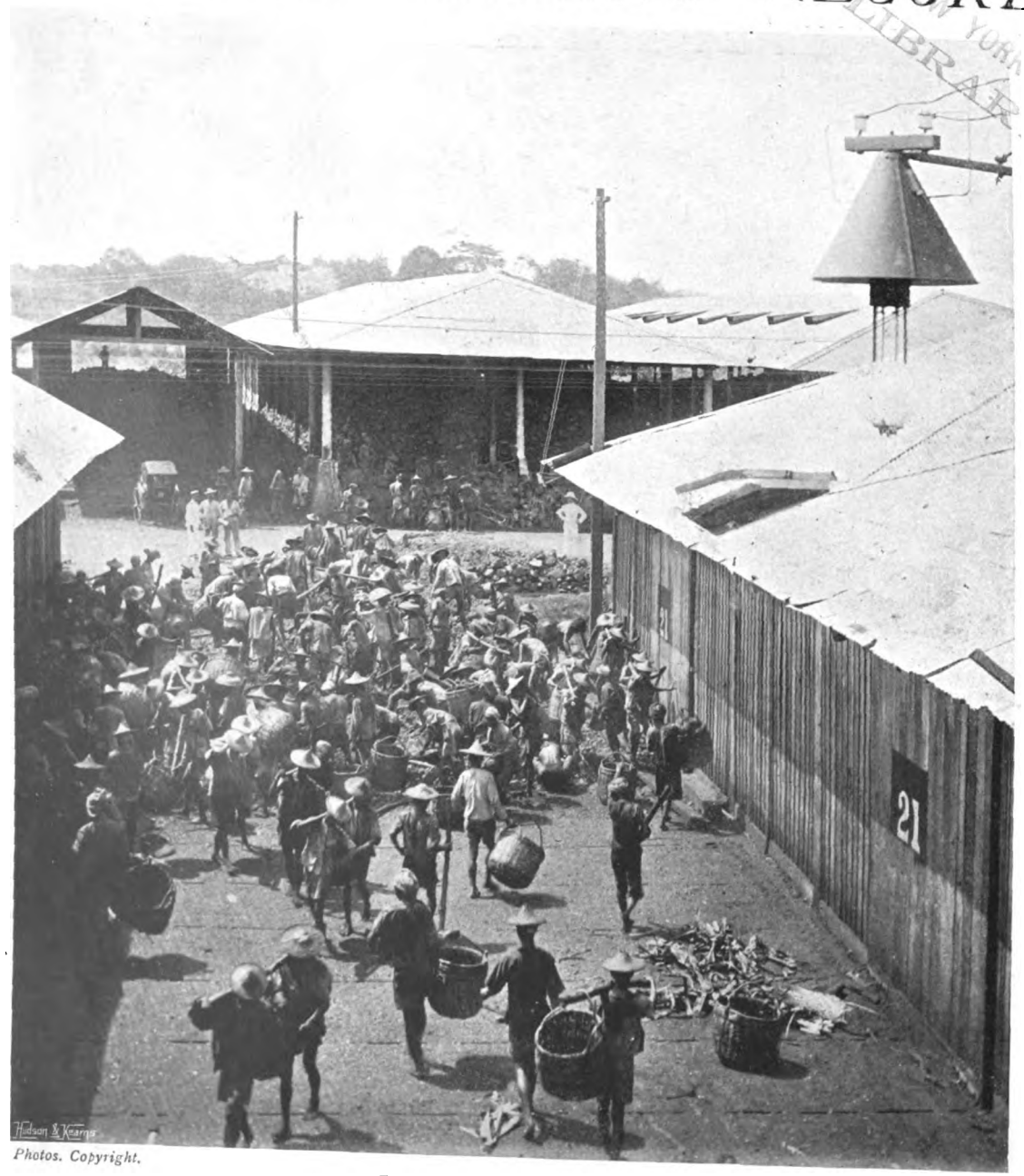
THE COALING RECORD OF THE "TERRIBLE."



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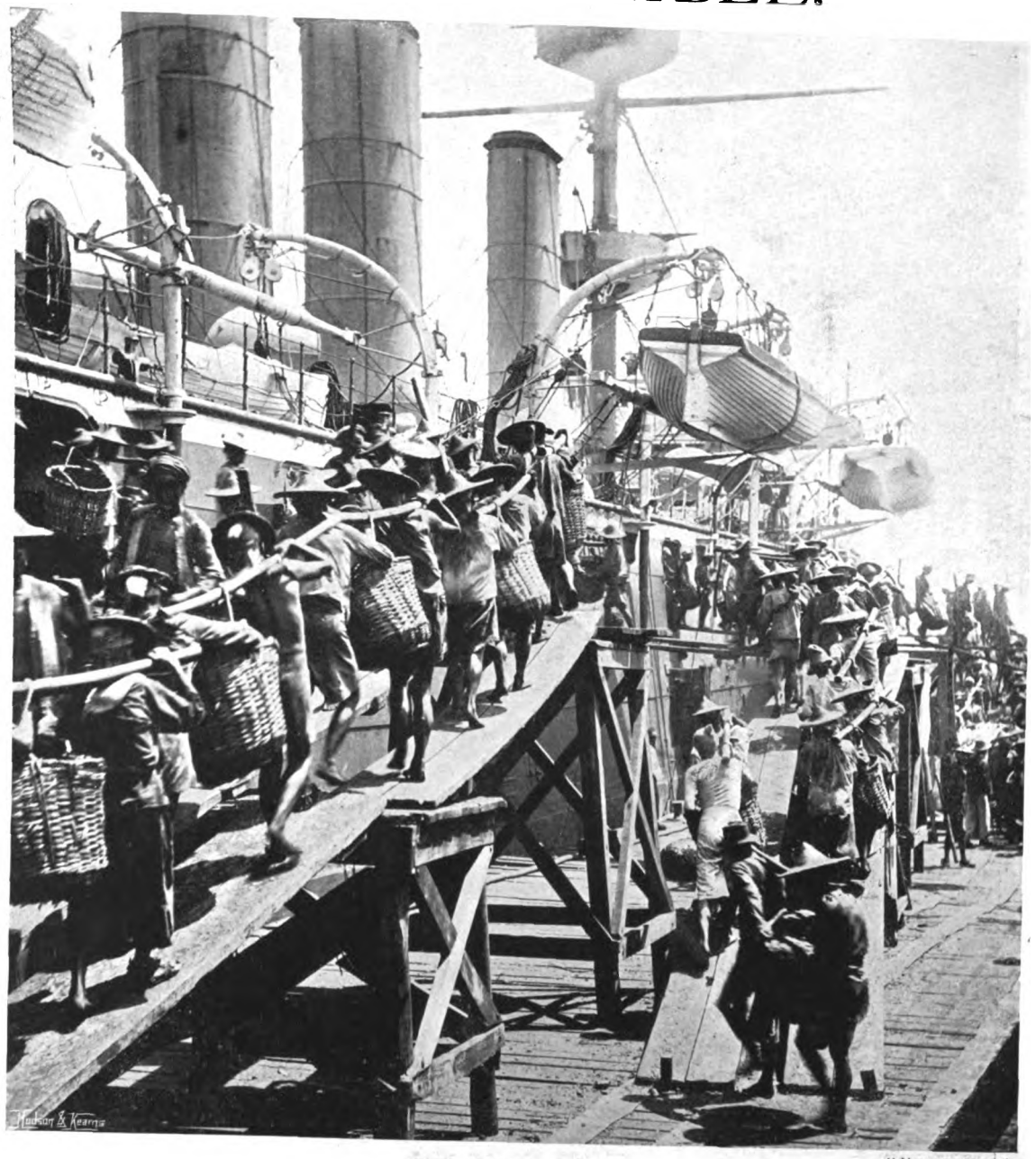
LOADING UP.

Coolies on the wharf taking in coals.



"Navy & Army."

UP THE SIDE.

Coolies carrying baskets into the ship.

It has been the good fortune of the "Terrible" to eclipse her own previous best in coaling records, some account of which appeared in the NAVY AND ARMY ILLUSTRATED. The accompanying pictures show the coolies of the Tanjong Pagar Dock Company, Limited, of Singapore, taking baskets of coal into the ship. This new record was put up on Monday, August 4, when 1,510 tons of Cardiff coal were loaded in five hours, the work commencing at 10.7 a.m. and finishing at 3.7 p.m. This splendid work was due in no small measure to the smartness and efficiency of the coolies, who were thoroughly well drilled in their duties, and the hearty co-operation of the officers and men of the ship, who had their ship's honour at heart, despite a temperature of 88-deg. in the shade. The draught of the ship on leaving the wharf was 28-ft. 10-in., aft.

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THE
NAVY & ARMY
ILLUSTRATED.

VOL. XV.—No. 297.] SATURDAY, OCTOBER 11th, 1902

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LORD AND LADY ROBERTS AT BATH.

A PICTURE SECURED DURING THE COMMANDER-IN-CHIEF'S RECENT CEREMONIAL VISIT.

Lord Roberts has lately visited Bath for the double purpose of receiving the freedom of that city and of unveiling a tablet to the memory of Lord Clive, who occupied a house in Bath in 1774. It is needless to dilate upon the singular appropriateness both of the presentation and of the subsequent memorial function. It is sufficient to say that Bath showed herself duly proud of her "youngest Freeman," and that Lord Roberts, alike in acknowledging his reception and in his allusions to the Hero of Plassy, won all hearts by his simple and unaffected oratory.

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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. If here stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

Honour where Honour is Due.

YET another case is reported of a soldier in the King's uniform being refused admission to the dress circle of a theatre. All theatre-goers who have any spirit and any feelings that are worth calling patriotic will stay away from that theatre. It would serve the manager right if a "boycott" were organised to teach him better manners and better sense. What does all our high-flown talk about honouring our brave troops mean when it has no more effect than this upon public opinion, even within a few months of the ending of the war? If the nation were really determined to show that it recognised the bravery and endurance and the all-round good conduct of the men who fought our battles in South Africa, such incidents would be impossible. They are only made possible by the slackness of popular feeling—by the knowledge on the part of snobbish entertainment caterers that insults to the Army will not be properly resented. There are many who do resent them, and who in their way offer such protest as they can. But these are no more than a small minority. The mass of the nation does not seem to care. The generation that is growing up appears to have lost almost entirely its pride in the Services, and shows far too little inclination to pay to our sailors and soldiers that tribute of respect and admiration which they so well deserve.

Is this not largely due to our neglect of measures that would instil such sentiments into the young while their minds are in the most impressionable stage? Amid all the tumult that rages round the subject of education, is there anyone paying attention to this? It matters little whether a child is taught the outlines of Christianity according to Church of England doctrine or Roman Catholic or Free Church tenets, so long as he is turned out a good Christian in act and word. The theories he holds are of much less importance than his life and conduct. Yet we see many of the best intellects in the country devoting themselves to a barren contest over an affair of secondary importance when they might be engaged in helping to make good citizens and awakening a national sentiment that should be a living force among us instead of an empty formula. Even the great Public Schools might do more in this direction. We suggested the other day that every school in the country, primary or secondary, whether for the rich or for the poor, should keep the Union Jack always displayed, should teach its history and significance, should inculcate respect towards it, and pride in it as the symbol of our British race which flies in every quarter of the world. It would be a capital thing for the flag to be saluted as a matter of course, just as we instinctively raise our hats when "God Save the King" is played.

An equally good method of teaching the recent history of our country, and of inducing the young to take the proper view of the men who go forth, lives in hand, to uphold the British name wherever duty calls them, would be to put up in every school memorial tablets to those members of it who have been killed in the service of their Sovereign. Of course, in a great many this is done at present. Most of the Public Schools are erecting memorials to their old boys who fell in South Africa, and in nearly every school chapel are to be found lists of names having reference to earlier wars. "Sweet and good it is to die for one's country," runs the familiar Latin motto, but are we not a little apt to forget that this applies just as much to the private as to the commander? The Public Schools supply our officers. Board schools furnish a large proportion of the ranks. Why should similar tablets not be placed in all our Board schools then? At Mottingham in Kent this has just been done. "For their country," runs the simple legend. "In memory of scholars of this school," and then follows the names of a private and a lance-corporal killed on South African battlefields, with that of another private who died last year from sunstroke in Burma. It is an excellent example that this little country place has set, and we very much hope to see it widely followed. It is perhaps too much to expect that any public money will be spent in such a sensible way. But it would be a simple matter to raise a small fund in every district by public or private subscription. A child's imagination is easily impressed, and early impressions are lasting. If the lessons of memorial tablets were skilfully enforced, there is little doubt that children would grow up with feelings towards the Services of affection and gratitude, which are nowadays mostly conspicuous by their complete absence.

Another excellent means of keeping people in mind of what they owe to the Navy and the Army would be for the King to express his wish that holders of medals should wear their ribbons upon their ordinary dress, either on certain days in the year or on all days, as they might desire. On His Majesty's birthday, for instance, officers and men alike might be requested to show ribbons, and many would no doubt be glad to wear them all the year round. A little incident at a South Coast watering-place the other day illustrated the effect which the knowledge of an old soldier's services has upon his fellow-citizens. A pleasure brake was taking a party of visitors for a drive. Nobody noticed the driver much, though he had a smart, well-set-up figure and the lean, bronzed face of a man who has played his part in the world: but at one of the stopping-places a young fellow with a bicycle came up and held out his hand. "Don't you remember me?" he asked. "I recollect you well in India. You're Driver — of the Horse Gunners, aren't you?" The old Artilleryman's hand came to the salute at once, and there was a look of genuine pleasure in his eyes as he took the hand of the young officer. For the rest of the drive he was the hero of the whole party. His experiences were drawn out, his driving complimented, his opinions deferred to. Everyone felt that he was a fellow-countryman to be proud of.

That is what ought to be felt about all our defenders, and the reason why the feeling is seldom shown is that people are not constantly reminded of the presence of old Service men amongst them. If the King would take the course suggested, it could not fail to have good results, including an effect upon the recruiting returns

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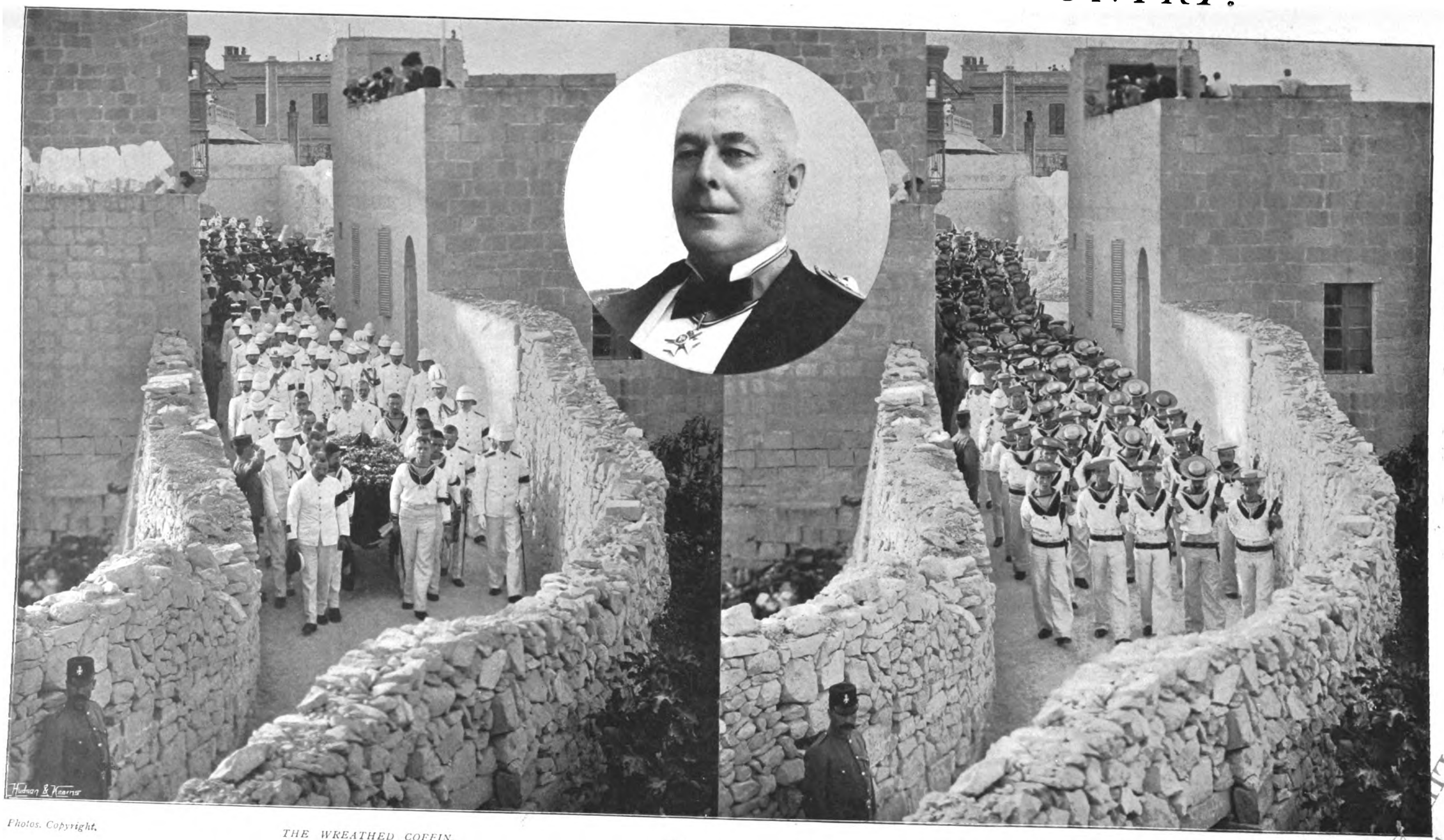

Photos. Copyright. *THE WREATHED COFFIN.* *THE LATE ADMIRAL.* *WITH ARMS REVERSED.* *Ellis.*

THE FUNERAL PROCESSION OF THE LATE ADMIRAL BURGES WATSON, C.V.O., AT MALTA.

The death of Admiral Watson will not only be deeply regretted throughout the Navy, but likewise by everyone who had come in contact with him. In Malta especially people of all classes had only the highest praise and admiration for the deceased officer, and when the sad announcement of his death was made, signs of deep mourning were to be observed everywhere. The funeral *cortege* was headed by a firing party from the "Ramillies," and a large and sympathetic gathering of officers, both Naval and Military, members of the executive council and other official bodies followed the bier to the graveyard at Bighi Hospital.

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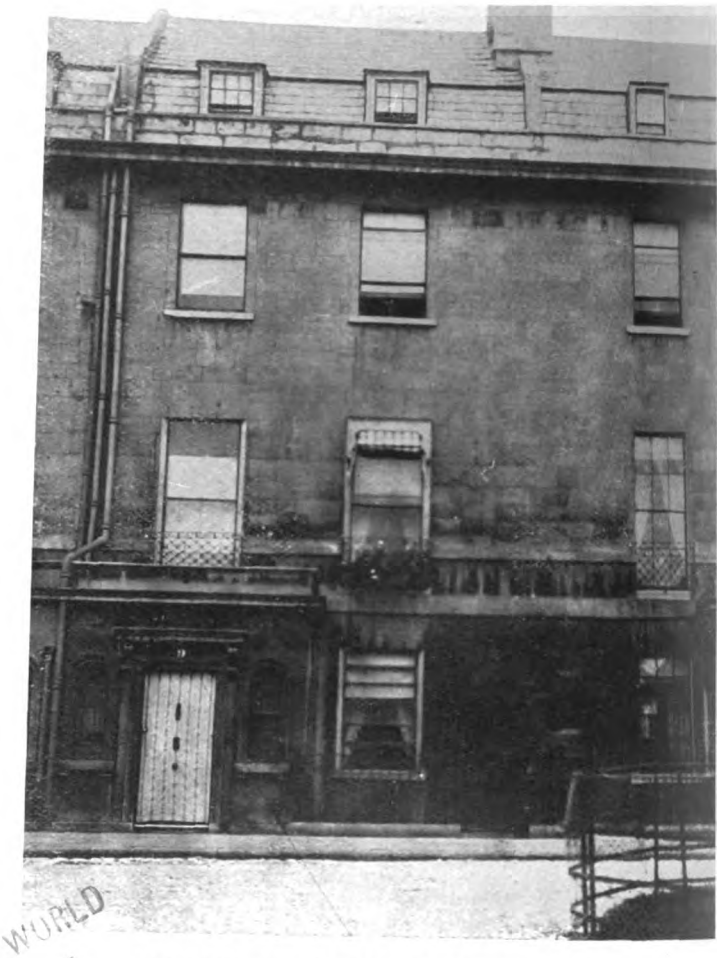
THE COMMANDER-IN-CHIEF AT BATH.

LORD CLIVE'S HOUSE.

To which a tablet, unveiled by Lord Roberts, has been affixed, 177 years after the visit of the great Indian leader and administrator to the historic city of fashion and mineral springs.



WHERE LORD ROBERTS STAYED.

This is No. 9, Queen's Parade, which is occupied by Lord Roberts's sister. The Commander-in-Chief, whose family connection with Bath dates back over a century, frequently pays visits to this house.

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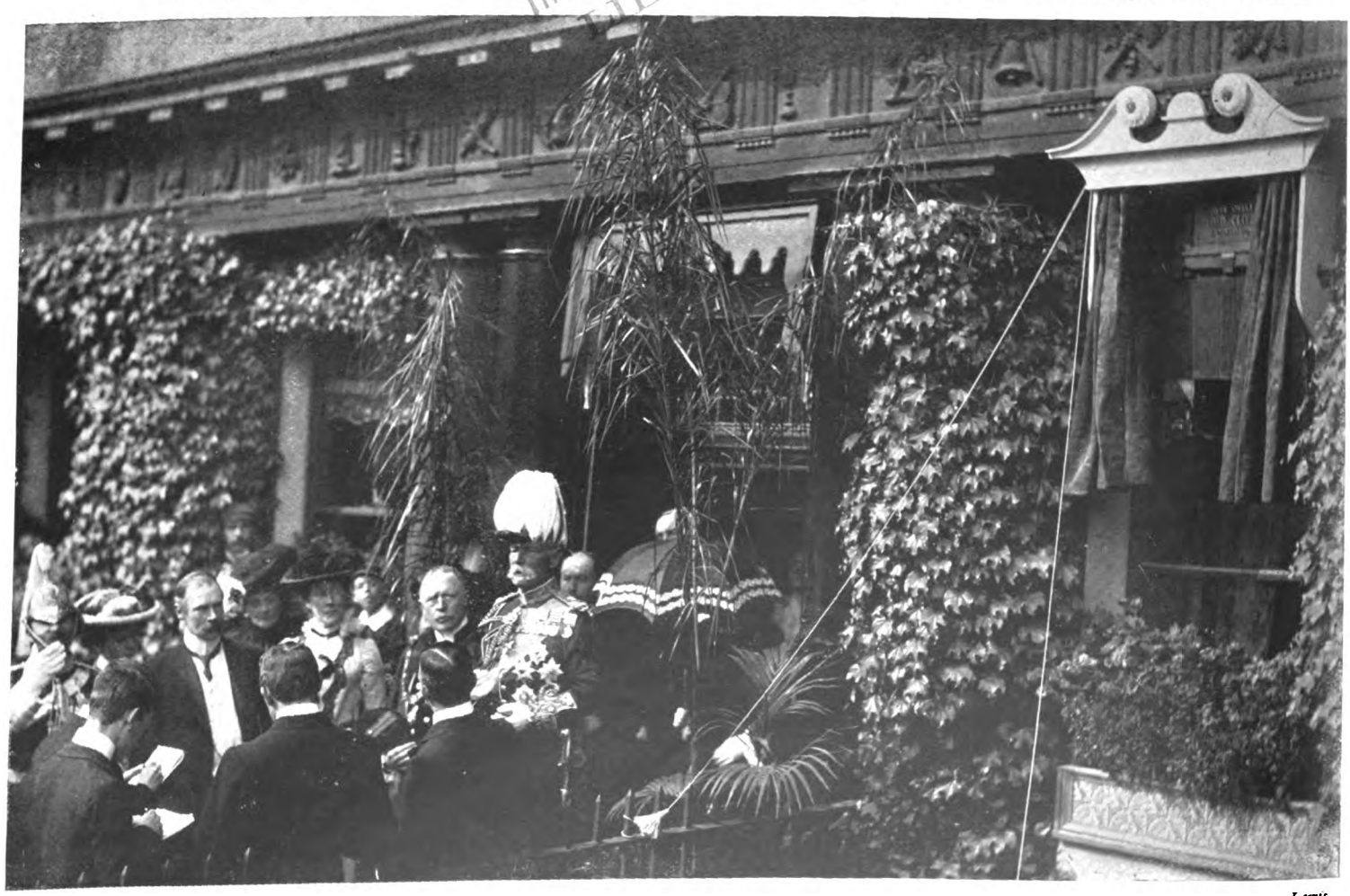

Photos. Copyright. *Lewis.*

IN MEMORY OF CLIVE.

The ceremony of unveiling the tablet.

Of the various memorials to the Victor of Plassy, where Clive, with a handful of 3,000 troops, of whom 900 only were Europeans, defeated Suraj-ud-dowlah's army of 50,000, with fifty guns, not the least interesting should be this tablet erected in the interesting city of Bath and unveiled by the greatest soldier of the day. Bath has sent many thousands of fine officers to India, and many hundreds of Indian Army men have lived there in retirement. Her commemoration of the debt which India and its fighting service owe to Clive is, therefore, peculiarly appropriate.

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TRUMPETER.

A WELL-KNOWN CEREMONY.

BANDMASTER.

ROUND THE MILITARY CLUBS.

What Soldiers are Thinking, Saying, and Doing.

By RANGE-FINDER.

A VERY important Military event took place during the past week, which would hardly seem to have provoked the notice that it deserved. I refer, of course, to the visit of the Commander-in-Chief to Okehampton. The object of this visit was to witness some experiments with quick-firing field artillery, with the view of the ultimate rearmament of our Service. The result of the trials—we believe that the firms of Armstrong, and Vickers, Maxim, and Sons, together with the Royal Repository, were to have competed—and the deliberations of the Commander-in-Chief and Ordnance Committee thereon have not been made public. But it is satisfactory to know that the authorities are making every effort to get the very best quick-firing gun available in the market. I am told that the gun which Messrs. Vickers, Maxim have submitted is a magnificent weapon. I have not seen it myself yet, but my informant is of the opinion that it compares favourably with that now in use in the French Service, of which we heard so much three years ago, when it was first adopted. It has an effective shrapnel range of 6,000-yds., while the recoil is absorbed, after the same manner as in the French gun, by pneumatic and glycerine buffers. It may seem a strange statement to make, but in reality we learned very little during the late war that can give us a satisfactory line with regard to field artillery. What we have learned is that the fire of solitary guns is easily marked and that the positions of the guns are hard to locate. Also it has been brought home to us that the missiles of solitary guns fired at considerable ranges are not in the least destructive. All this has given us no standard by which we can judge of the concentrated fire of massed batteries of field artillery, such as will be attempted in the next Continental war. Paardeberg can be said to have furnished the only useful example with regard to the effect of concentrated fire, and this can hardly be claimed as a satisfactory lesson, since the river bank gave great possibilities of shelter to the Boers, and there was little or no responding artillery fire in any manner capable of adjusting the uneven scale of battle. Yet, undoubtedly, it is upon the artillery preparation that theory of all Continental attacks are based, and the solution for which we are all groping is whether the massed fire of field artillery will be sufficiently effective at ranges beyond the range of the modern rifle to so demoralise the defence as to justify the pushing forward of the infantry attack. If artillery fire is able, as the French maintain that it is, to reduce the defence to an inert pulp, then it is immaterial whether the advance of the attacking infantry be made in mass, column, or succession of extended lines. The object is attained practically before the attack is set in motion. But if not, and the defence can stand the racket of what our Continental neighbours term a preparation by artillery—well, the modern rifle will stop any attack made across 1,000-yds. of open, be it by sixty squadrons of cavalry, masses of infantry, or a succession of fully-extended lines. The whole affair is of a very complex nature, and I can only hope that when all our theories are put to the test we may have the chance of a little onlooking. I warrant that we should profit by it. Of course, we know nothing about the moral effect of rapid artillery fire. The Pom-pom was bad enough, and a belt of these spiteful little projectiles was sufficient to scare a brigade at the commencement of the war. But a belt of Pom-poms is a bagatelle in comparison with, say, 216 shrapnel bursting overhead in a minute, which would be the effect of a brigade division firing at the very normal rate of twelve rounds per gun per minute. I warrant that the demoralisation of this fire stood for half-an-hour, even though not a single man was touched, would be greater than that caused by shrapnel, two rounds each of which had placed fifteen men *hors de combat*, fired at the rate of one a minute.

I have not hitherto referred to the Remount Enquiry now in progress, for several reasons, one of which is in harmony with the expression of feeling which I heard from a distinguished French soldier the other day. He put forward the opinion that we English never knew when we were well off. We demanded someone's blood upon the merest suspicion of a scandal. He frankly allowed that we had just brought off the best "new" war, in the economic sense, that had ever been engaged in by any European Power, and yet we were not satisfied—we must find our scapegoats, otherwise the people would not be happy. He jeered at our commissions to enquire into the conduct of the war, to study the remount purchases, and to examine the intellectual standard of the Army. "What have you to complain of? We had something which required the full strength of the light of day, if you like. But you, were your cartridges filled with sawdust, were your boots made of paper, and your food tinned death? No, you have had nothing to complain of really, when compared with the conduct of other peoples' campaigns." Although we cannot agree *in toto* with this view of the Frenchman, yet there is much in it. We rake up the fringe of the enormities which have been enacted against us, and hang one or two of the least offenders. But the main issue we leave alone. It is futile to search for frauds connected with the war in England, when those in South Africa are not noticed. Surely it is a case of straining at a gnat and swallowing a camel, when the men who have made millions in South Africa out of the war are petted upon every hand, while the lesser cheats of the home market are arraigned as knaves. Every war will produce knavery—it is the prime field in which knavery flourishes—but it must be remembered that many of these knaves, in spite of their knaveries, have done signal service. Contracts were signed at a time when it was impossible to foresee what the future would bring forth. And often at such a time it is worth the million or two free gifts that it costs to get a man who will undertake what the authorities on the spot do not understand.

But the grievance which I do feel inclined to espouse is that of the troops now in South Africa, who have been

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ordered direct to India to fulfil their tour of foreign service. Many of these units had already done two or three years in the Mediterranean before being ordered to South Africa. There they have been engaged for three years in a desperately wearing war, on the top of which the Government would send them right away into exile for the remainder of their service. By the letter of the soldier's contract, they are called upon to do this. But surely we owe something to these men who have been battling for us in South Africa so long. They deserve some consideration at our hands. It is not necessary to keep them bound down to the precise pound of flesh of their agreement, and we might let such non-commissioned officers and men who wish it take furlough home to England for four months, providing them with passages.

"J" BATTERY, ROYAL HORSE ARTILLERY.

WE are able to give to-day pictures of a very distinguished battery of Royal Horse Artillery which was taking part in the South African War for over two years. J Battery, Royal Horse Artillery, came to South Africa direct from Bangalore, the great Artillery station in the South of India. Like all the Artillery in India, this battery was in a high state of efficiency, manned with seasoned men, and was despatched with everything complete by the Indian Government. In fact, the people of this country have never quite realised what they owe to the late Sir William Lockhart and the Military Department of the Indian Government during the early portions of the war. If the Artillery originally sent to Natal had not arrived with its ammunition columns complete, it would have been impossible for Sir George White to have defended Ladysmith. But this is an aside. When J Battery first arrived in South Africa it was sent forward to the Colesberg district, where General French, with a small force, was doing his best to hold a thirty-mile line of front with only sufficient men to adequately hold ten. Thus the battery saw, if not the most dramatic, some of the most instructive and interesting operations of the whole campaign. When the rest of the Horse Artillery was withdrawn J Battery remained behind under General Clements's command, and took part in the heavy fighting which forced Clements back just before the great advance into the Orange Free State relieved the pressure.

At Bloemfontein the reorganisation of the grand army found J Battery attached to a Mounted Infantry Brigade, and in the company of this brigade it marched up to Pretoria, being somewhat severely engaged at Six-Miles Spruit. It then transferred to the Cavalry Division, and took a conspicuous part in that hot fight at Krokodil Poort (Diamond Hill), when the Cavalry Division, covering Lord Roberts's left, was all but overwhelmed by the combined counter-attack delivered by Delarey, Schoeman, and Kemp. After this the history of the battery is the long monotonous story of treks and small and constant engagements, first as a whole unit, and then split up into sections and scattered broadcast.

"WHITHER RIGHT AND GLORY LEAD US"

The officers and non-commissioned officers of the battery.

Towards the end of last year Lord Kitchener realised that the work of our mass of Artillery was of no more use against the scattered commandoes in the field, and the majority of the Horse and Field Artillery were deprived of their guns, while their personnel was formed into a corps of Mounted Infantry. This Mounted Infantry took the field commanded by its own officers, and was soon to prove a valuable adjunct to the troops in the field. This can readily be understood, for there is no branch of the Service composed of more intelligent material or better disciplined than the Horse and Field Artillery. The men in the Horse Artillery were mostly old soldiers; they all had knowledge of firearms, and they made, as soon as they were adequately mounted, unrivalled soldiers. This is not mere heroics; they proved themselves of the greatest value, as was shown in the drive against Delarey, when they were attacked by Kemp in overpowering numbers. If we had only been able to find Mounted Infantry of the stamp of the transformed Gunners when Lord Kitchener was seeking for men in the "highways and hedges," the war would not have been prolonged in the dismal manner we have all so long deprecated.

[Photos. Copyright. "Navy & Army

AS MOUNTED INFANTRYMEN.

"J" Battery on parade in South Africa.

But now that it is all over, J Battery has been able to take to its guns again, and has returned, under the command of Captain B. Vincent, to India. During the later phases of the war it was commanded by Major Ducrot. Our pictures represent the officers and non-commissioned officers of this fine battery and the personnel of the battery itself. It is only to be regretted that the non-commissioned officers and men have not been allowed a short furlough home to England after all they have been through. They have certainly, with a hundred thousand others of England's fighting men, deserved this slight consideration at the hands of the taxpayer.

It is surely not too much to expect that after such a prolonged campaign these men should desire to see their friends at home.

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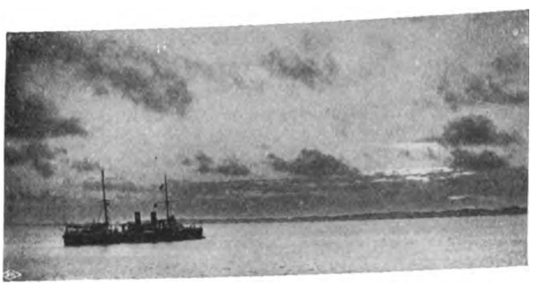
ASCENSION ISLAND.

VICTORIAN INFANTRY.



OFF BERMUDA.

BRITAIN BEYOND THE SEAS.

A Weekly Study of Colonial Naval and Military Interests.

By IMPERIALIST.

WITHIN the past few weeks Federal Australia has been affording the world an object-lesson in Colonial development which has a very important bearing upon Naval and Military studies. It is not to be expected that in a Journal of this kind finance should be treated in a spirit of searching criticism, but, inasmuch as money and armaments are so closely related that the term "sinews of war" is one which even a schoolboy comprehends, it is idle in notes like these to ignore altogether such a very serious event in the history of our Colonial Empire as the issue of a great Federal Budget. More especially does a matter of this sort demand attention when it is clear that, in the Colonies concerned, the Budget in question has not been by any means enthusiastically received, and has, in at least two cases, aroused sentiments by no means favourable to continuance of the harmony which, of course, is the essence of well-ordered federation in any shape or form.

Let it be granted that we are not here concerned to discuss in detail either the past history of Australian Federation or the present financial situation. But two serious facts stand out from the recorded chronicle of the past two or three weeks in Australia, which cannot but have impressed themselves seriously upon every thinking seaman, soldier, and citizen of the Empire. When on the issue of a Federal Budget one of the federated States, which was already confronted by shortages amounting to nearly half-a-million, finds it is to receive from the Federal Exchequer over £200,000 less than it hoped to receive, a certain display of petulant criticism of Federal methods is inevitable. In the case of another State dissatisfaction with federation has reached the acute point of a motion in the House of Assembly that the State should take early steps to separate itself from the Commonwealth! Considering that Federal Australia is at yet in its babyhood, it must be admitted that these evidences of want of confidence are distinctly grave, although few, perhaps, who have studied the question thoroughly would be inclined to regard them as in any way conclusive.

Probably the explanation, both of the disappointments themselves and of the irritation which they have produced, is a simple one. It was hardly to be expected that the first few years of the Commonwealth would be radiantly successful from the financial standpoint, and there seems no just cause for pessimism in regard to the future. On the contrary, there is reason to believe that the Colonial Conference alone has paved the way to an era of considerabiy greater prosperity for Federal Australia than could have been anticipated, under precedent conditions, by a mere aggregation of separated States. For, when all is said and done, the welfare of the great Colonies is at least to some extent dependent upon the attitude of the Motherland in regard to a numbe" of questions of which tariffs are but one. And it may be said with decision that a Federal Australia, even though it may not in a year or two have answered all the expectations formed of it, appeals very strongly to us at home, and, to speak broadly, whatever assistance the Mother Country could render to the Commonwealth would, in all probability, be rendered more cheerfully than it would to any independent State on the Australian Continent. Of course it is easy at this point to quote New Zealand as an argument against any such contention, but, in the first place, New Zealand's position outside the Commonwealth is partly justified by geographical considerations, and, in the second, there are those who feel convinced that sooner or later New Zealand, too, will become a Federal State in spite of its present robust independence.

As to the vigorous attacks upon federation, as a principle, which is likely to result from the disappointments of the Federal Budget, it is always in such cases a mistake either to ignore or exaggerate the influence upon points at issue of common human nature. In any such collection of communities as Australia contains there must inevitably be many thousands to whom such a process of federation is profoundly distasteful, for the simple reason that it restricts their own chances of self-advancement. In all largely self-made Colonies the professional politician is a plant of free growth, and not infrequently he becomes, like horse-radish in a small garden, a positive nuisance. Federation to such men is generally objectionable because, as a rule, not only are their chances of selection to a Federal Assembly not very good, but, if elected, their influence in such a gathering is almost of necessity small. On the other hand, where there is federation, the "pickings," moral and material, of the politician who limits himself to the pursuit of a purely local career are obviously diminished. It is, unquestionably, this personal consideration which often inspires local feeling against federation of all sorts, and which is largely responsible for the present animus against the Federal Government of Australia. In time, no doubt, the feeling will disappear as completely as it has done in the case of other great representative movements, and disappointed Victoria and discontented Queensland will eventually be as proud of their inheritance in the Commonwealth of Australia as Kentucky and Texas are of being part and parcel of the United States of America.

From these philosophical considerations it is not difficult to proceed to the main point of the lesson, which we think may fairly be drawn from the Federal Budget and the criticism it has evoked. The lesson is one which may be unpalatable to Australia, but there is much benefit to be derived from stating it clearly and learning it thoroughly. Put briefly, it is that before a community begins to talk at large upon big Naval and Military questions it must be very certain that it is in a financial position to back up its words with a cheque, one, too, which will be promptly paid on presentation. We have heard a good deal during the past few years, and especially during the past few months, of Australia's aspirations and ideals concerning Naval and Military defence, and in this Journal we have accorded to those aspirations and ideals, we venture to think, an exceptionally courteous and even respectful consideration. But it is difficult, in the face of the present situation in Australia, not to feel that the proper attitude in regard to Naval and Military questions at the Antipodes is a feeling of gratitude that no committal steps in a wrong direction have been taken, coupled with an excess of caution, lest for some years to come any foolish new departure should be entered upon.

The estimated revenue of the Australian Commonwealth for the current year is about eleven and a-half millions, and the estimated expenditure on defence is £791,087. Presumably this does not include the contemplated increase of the Naval contribution, but, allowing for that, we have an expenditure on defence of under £900,000. This is in a Budget which is severely criticised, because the estimated balances returnable to the various States are very much smaller than was expected. Assuming that Victoria, with an anticipated deficit for the current year of nearly £700,000, is yet perfectly satisfied to pay her share of the Commonwealth expenditure on defence, it is abundantly manifest that it would be absurd to ask her to increase her contribution to any appreciable extent. On such ground as this it would not be difficult, one imagines, to prove that, if Federal Australia spent more than, at the very most, a million a year on defence, it would not only be doing what it could not rightly afford to do, but what would produce locally an outburst of honest indignation. In all probability, inasmuch as Budget disappointments are habitually attended by suggestions of retrenchment in Naval and Military expenditure, we shall hear remarks from Australian

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politicians in the course of the next few months as to the doubtful wisdom of Sir E. Barton's proposal to double the Commonwealth contribution to the Imperial Navy. But, in any case, a million a year seems as much as Australia is likely to be able to spend on Naval and Military defence for a good many years to come. Of this sum a very considerable proportion must necessarily be allocated to Military expenditure in a country where even Volunteers do not, as in the poor dear old Motherland, give their services for nothing.

Looking at this estimate from a coldly logical point of view, what becomes of the idea of an Australian Navy, manned, of course, by Australian officers and seamen at local rates of pay? It is essential to consider this latter point, and also to take into account little trifles in the way of non-effective services, on which we ourselves spend considerably over a couple of millions a year. To provide a squadron in the first instance, it would be necessary to raise a loan of several millions, on which, together with the repayments necessitated by a sinking fund, interest would have to be guaranteed. It is possible that, with strict economy, Australia could provide herself with a useful little squadron and maintain it at an annual cost of, say, five millions, or five times as much as she can, so far as may be judged from plain figures, afford to spend on Naval and Military defence combined. And there the matter may be said, at present, to rest.

And why not let it rest at this point? The real future of Australia is an industrial and commercial future, and in this century at least the best permanent outlet for the fighting spirit of her sons is surely to be found in a system of internal defence, which the superb material available should place beyond question. In Naval matters she can surely afford to wait until she has more fully achieved her destiny along other lines of progress, and, in the meantime, if Great Britain is safe in this direction—a belief which is not without foundation—then those may be regarded as safe who pay her the moderate premiums she asks for her system of Naval assurance.

A CANADIAN SCHOOL OF MUSKETRY.

IN addition to having helped the Motherland with some of the best soldiers that her Colonies provided during the bad period of the late war, Canada has brought herself into notice during the last few years so prominently that even the least observant now see what an essential part of the Empire she is. Great Canada has made her greatness so quietly and without ostentation, that many Englishmen scarcely recognise her importance. We, however, wish only to notice, in brief, the military aspect, and more particularly the musketry part of that, in our short notice of the picture kindly sent us from the capital of the Dominion.

The ragged appearance and untidy condition of our Regulars, as contrasted with Canadians from the same ship, may be accounted for by the excessive enthusiasm evoked in the soldier's heart at again meeting those nearest and dearest after an arduous campaign. It may be that, on this day only, officers and men of distinguished and ancient corps did not pay the attention to their turn-out which is their daily custom. It may be, also, that the Canadians unbent "a bit" when they reached the shores dearer to them than even England.

The musketry system in Canada differs in many points from that hitherto pursued at home. The marksmen whom we show in our picture are those of a school commanded, and, we believe, inaugurated, by Colonel Cartwright, who has decided (of course in consultation) on a new system adapted to Canadian requirements. Briefly, the present system is that of a travelling school. Rockcliffe is an enormous public park near Ottawa, so grand in proportion as to throw what we in England call a park completely into the shade. The extent may be gauged by the statement that it affords ample camping ground and extensive musketry ranges without in any way interfering with the public. Fancy a musketry range in Hyde Park! or, for that matter, in any park we know of in the British Isles. Colonel Cartwright's system is to take his instructional staff from district to district over the whole of the Eastern portion of the Dominion, and to impart an uniform system of instruction to the various units of the Canadian Militia, so that when they are called upon to form an army there may be no divergence of opinion as regards fire tactics. This system will be extended to the Western part as soon as the numbers enrolled there require it. Eventually, no doubt, permanent musketry schools with permanent barracks will be established.

The Canadian Militia is in a very high state of efficiency, and is now commanded by an officer of proved worth, Major-General the Earl of Dundonald, C.V.O., C.B., who has shown the importance that he attaches to musketry by his recent order, which does away with the sword as a cavalry weapon.

The Canadian Government have decided on the important step of introducing the Ross rifle, the invention of Sir C. Ross, for the use of their forces instead of that used by the Regular Army. Experts state that the simple forward motion of the action with its automatic revolution is an improvement on the twist necessary to be given, manually, to our patterns.

Photo. Copyright. "Navy & Army."

SOME OF CANADA'S "GOOD SHOTS."

Reading from left to right the names are—Back row: Private Creighton, R.C.R; Private Gibson, R.C.R.; and Private Hayes, R.C.R. Second row: Bugler Tabb, R.C.R.; Private Tryer, R.C.R.; Private J. Deverne, R.C.R.; Corpl. Coffin, R.C.R.; Sergt. Forster, R.C.R.; Sergt.-Major Young, R.C.R.; Col.-Sergt. Heinrichs, G.G.F.G.; Private Martelle, R.C.R.; Private Loche, R.C.R.; Private Caldwell, R.C.R.; and Sergt Leroux, 5th. Third row: Private Foster, R.C.R.; Private Paterson, R.C.R.; Corpl Briggs, 78th; Sergt. English, 7th; Corpl. Grant, 33rd; Corpl. Whelen, 43rd; Capt. Batterson, 42nd; Corpl. Brown, 43rd; Lieut. Masson, 33rd; Corpl Reynolds, 43rd; Corpl. Cawdron, G.G.F.G.; Corpl. Northwood, 43rd; and Sergt. Cluff, 43rd. Fourth row: S. L. Smallwood, Armourer; Bugler Palmer, R.C.R.; Capt Lindsay, 26th; Lieut. Beecher, 7th; Lieut. Furness, 26th; Capt. Stephens, 42nd; Lieut. Burton, 35th; Capt. McCrimmon, 7th; Lieut. Ross, 68th; Cadet Francis; and Capt. Ruggles, 75th. Front row: Lieut. Creighton, 75th; Capt. Monteith, 28th; Capt. Lister, R.C.R.; Col. Cartwright, R.C.R. (Commandant C.S.M.); Capt. Andrews, R.O.; Capt. Cameron, 43rd; and Capt. McLean, G.G.F.G.

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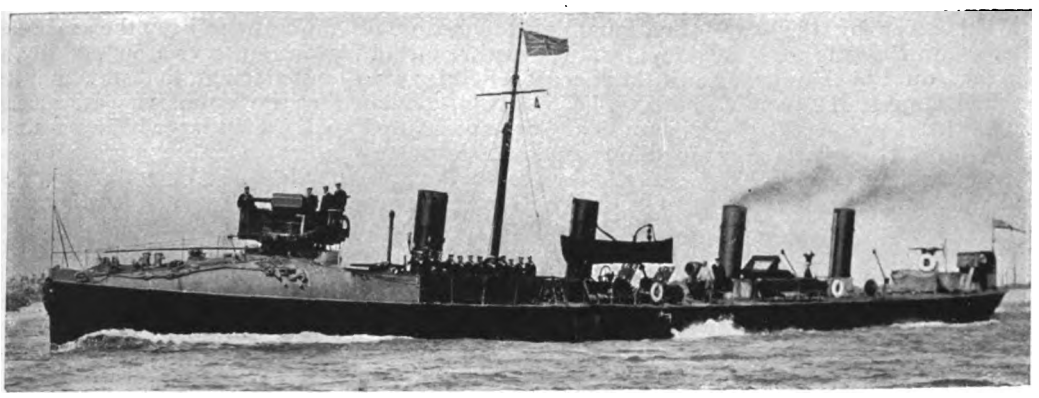
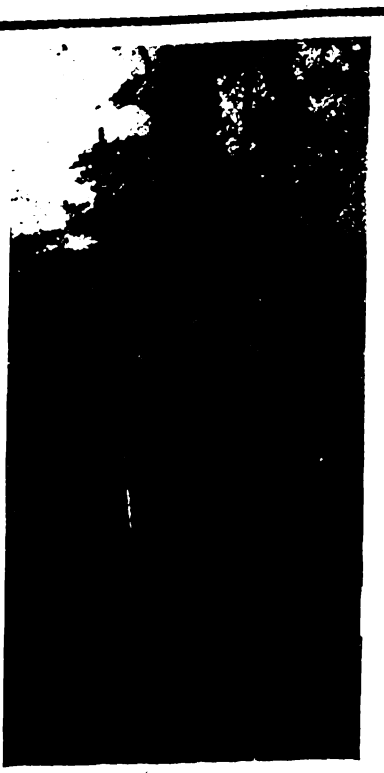


A TORPEDO-BOAT DESTROYER.



A GURKHA RIFLEMAN.

THE NAVIES AND ARMIES OF THE WORLD.

A Weekly Causerie by David Hannay.

IT is an incidental advantage of the party system that one side is every now and then prompted by an intelligent regard for its own interests to preach sound doctrine. This consoling truth is neatly illustrated by a pamphlet which I owe to the politeness of the Liberal League—at least, it has been sent, and presumably from that quarter. The League publishes it at the moderate figure of one penny, and it bears for title these words, "The Urgent Need of a Definite Naval Policy." We need not enquire too closely into the motives which have dictated its composition and publication. Perhaps the author and the League act under much the same kind of impulse as the Puritans who suppressed bear-baiting—not because they pitied the poor beast, but from hatred of the sport. They do not advocate a definite Naval policy so much because they love the Fleet as from a rooted dislike to a great development of the Army. However that may be, their principles are excellent, and their style is to be commended. One could do without the citation of our old friend Nero, who fiddled while Rome was burning. Gossip asserts that he did, but she is a doubtful authority, and some men of learning have maintained that he set Rome on fire to clear away the old quarters and rebuild them in better conditions. It is a drastic method of reform, but at times it has been the only possible course. Be these things as they may, Nero has been dead a long age, and an abuse has been made of his hypothetical burnings and fiddlings.

* * * *

The writer is a sarcastic person who can put his case smartly. It is neat of him to say "that Lord Salisbury, with rare foresight, was of opinion that our occupation of Wei-hai-Wei would give China 'courage.' He was quite correct, for China proceeded to defy all the Powers, and we had the spectacle of the siege of the Legations." This is quite in the good style of party controversy, and leaves the impression that Lord Rosebery supplies his League with epigrams. Again, it is orthodox warfare, and true enough for pamphleteering purposes, to say that "after seven years the Tory Cabinet has not got beyond forming committees to teach the Admiralty the best way of seizing the trident of Neptune. We have had about thirteen committees during the last two years. This would be something if we had not been taught by experience that committees are part of the well-recognised Tory method:

> "'Promise, pause, prepare, postpone,
> And end by leaving things alone.'"

True, but why Tory? The Liberal League may rest assured that some of us see very little difference between Cæsar and Pompey in this respect. Of course we hear of the Belleville boilers, and then the Admiralty is blamed not for pausing and preparing, but for acting with precipitancy. And were the Tories the only sinners—if there was sin in the matter?

* * * *

Yet the pamphlet is full of sound sense well put. It begins capitally by reminding the reader of the evil consequences which ensued when too exclusive attention was paid to the Army after the Peninsular and Russian Wars. A more rigid accuracy would have led the author to note that after the fall of Napoleon both Services were neglected. But it is in the main true that the Army came to the front in public interest, and that the nation did too much forget the real functions and use of the Navy. "Errors of principle leading to numerous false steps in our military system, whether in the organisation of the Army to resist invasion, or the waste of money in unnecessary permanent works and fortifications, as at Alderney, Portsmouth, and Dover, date their birth from these periods." In the main this is true enough, and though the statement is worded with some exaggeration, there is a considerable element of truth in this also: "We ruined the mobility of the Army by organising it to provide *for the failure of the Navy*, when we determined that the first of its duties is to provide against invasion, and to garrison coast defences and ports on a large scale." The writer explains these mistakes by the incapacity or unwillingness of eminent Tory public men to see that the Navy is, and must be, our sole defence against invasion on a great scale. He would probably allow that small raids must always be possible. He makes quotations from Lord Salisbury and Mr. Balfour, which go far to bear him out; but here again we may remind him that one party has no monopoly of error. Lord Cardwell's Army scheme, with its corps and territorial regiments and the rest of it, was as far from the light as Mr. Brodrick's. Both went on wrong principles in the opinion of those who hold, as the so-called extreme Naval school does, that the Navy is to prevent invasion and keep the sea open for trade and the passage of the troops which are to fight over-sea.

* * * *

Of course it is the spirit of party controversy which dictates the form of the following sentences: "Even after the South African War Mr. Brodrick based his Army scheme, to use his own words, on the idea that invasion might be an off-chance, but we must not depend on an off-chance. If we compare such dicta with Moltke's sound maxim, that in war only probabilities should be considered, we have the measure of the incapacity of our present rulers, and we have an indication of the fatuity of Mr. Brodrick's Army scheme of 1901, providing over 400,000 men, exclusive of 100,000 comprised under the heading of recruits, sick, etc., for *home defence*. To contemplate the kind of invasion requiring 400,000 men to resist it is to provide for the complete collapse of the Navy, and therefore of the means of existence of 41,000,000 of people in these islands. It is this position which the Government deliberately prepares for, instead of saying 'we must strengthen the Navy, for it must never be.'" Incapacity and fatuity are strong words. It is as a question of manners best to rest content with proving your opponent incapable, and fatuous, without scolding. But with the proviso that the criticism applies every whit as cogently to Mr. Cardwell and to Mr. Gladstone's Government of the day as to the Unionist Ministry (the epithet Tory is meant to be abusive, and is absurdly inappropriate), the judgment of the pamphleteer may be accepted without reserve. It is the sober truth that our Army schemes are drafted under a prevailing impression that the troops are wanted first of all for home

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defence. It is equally certain that they never can be wanted for this purpose till the Navy has broken down, and that when this happens we can be forced to surrender by the interruption of our trade and food supply. Our Navy is to prevent this disaster, and our Army to act on the land frontiers with which we are liberally supplied across all the oceans. Therefore it should be organised with an exclusive view to foreign service, except a moderate Militia to guard against small raids. Any Army scheme which does not recognise this elementary truth is a bad one, and as none of ours do, they are all bad.

* * * *

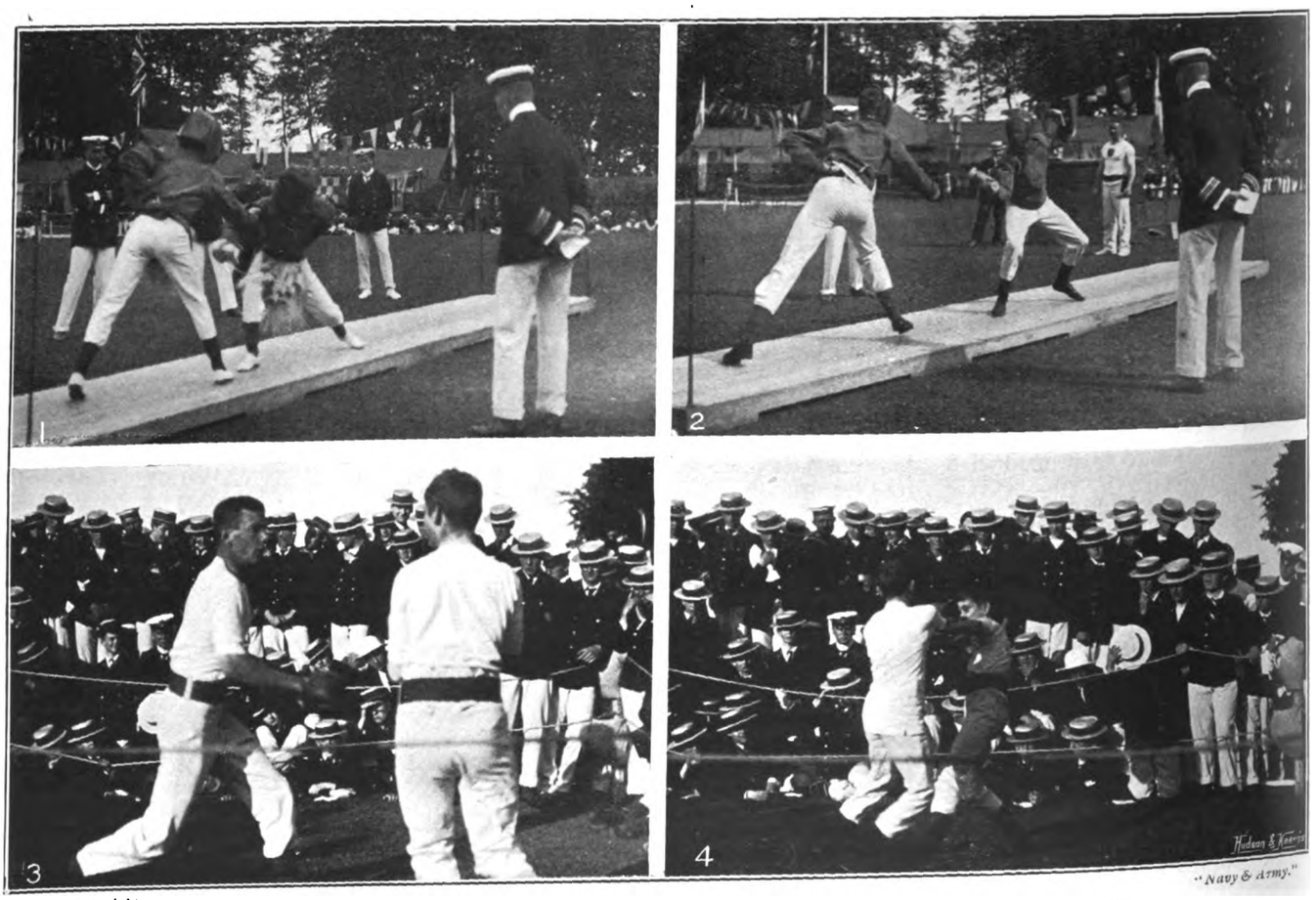
If the Liberal League succeeds in persuading the country to agree to this doctrine it will do good and patriotic work. But will it? I have my very serious doubts. It has to contend against the *amour propre* not only of the Army, which has a growing influence, and is mysteriously touchy on the subject of its uselessness for home defence, but of the whole Volunteer element, which has many votes and appeals to many sentiments. Once it is allowed that a sane scheme of national defence means, first, a Navy to keep the sea open, secondly, an Army organised for foreign service, and, thirdly, a Militia of coast fencibles, small but efficient, to deal with little raids, it becomes self-evident that the Volunteers are a mere sham. They are not wanted to fight in large bodies against regular troops, and would be of no value for the purpose if they were. They are too numerous for coast fencible work, and as for foreign service they are a broken reed. A few thousand may be required to act as auxiliaries with Regulars, and do well enough in such a tussle as the South African War, but they would be a chip in the porridge in a great struggle against numbers. Supposing we had a host of them oversea, they would be a horrible danger to their own side on a real field of battle against real soldiers. The preliminary to any sound scheme of national defence is to get rid of the state of mind which produced the Volunteers, and of them with it. But who bells the cat?

THE "BRITANNIA'S" ASSAULT-AT-ARMS.

THE gymnasium of the "Britannia" is well known as one of the best of its kind, and certainly it is responsible for the upright bearing and athletic attainments which are possessed by most of the officers of the British Navy to-day. Here, under the very best instructors that can be obtained, our future Admirals are taught to defend themselves both with the gloves and sword. An assault-at-arms is held annually in connection with the gymnastic training of these young officers, and this is looked forward to with great interest by all the cadets, both those who are entering for the different competitions and those who are only to be spectators. This year's assault-at-arms, which recently took place, was quite up to the standard of previous years, and was attended by a very large number of friends of the cadets.

Commander E. H. Parker acted as referee to the different competitions, which included boxing, foil *v.* foil, sabre *v.* sabre, a cockade fight between the starboard and port watch, which was eventually won by the latter, and a host of other athletic contests, all more or less keenly competed. The other officers of the entertainment were Lieutenants L. C. S. Woolcombe and F. O. Lewis, Dr. A. O. Bobardt and Mr. Benn, who acted as judges, the Rev. Harvey Royse, timekeeper, and Lieutenant G. K. Chetwode, steward. The heavy-weight boxing contest was eventually won by Mr. Robinson after a very spirited fight. In the illustration he will be seen circling round for an opening. The light-weight prize was carried off by Mr. Blagrove, who it will be noticed in the picture has received some good and useful instruction in "getting home." Mr. Broad was successful in the final round of foil *v.* foil, and Mr. Simmonds proved the better in the sabre *v.* sabre competition. Altogether a most interesting and instructive afternoon was enjoyed by the spectators. The prizes were afterwards distributed by Mrs. O'Callaghan, the wife of the cadets' respected and popular captain, in her usual kindly and graceful manner.

The abolition of the "Britannia" as a training-ship will be viewed by some of the Naval officers who have passed through her with deep regret, when they look back and think of the jolly and happy times they spent in her. Doubtless the College when finished will have its advantages, but then these advantages will be somewhat dearly bought. The cadets who have passed or are passing through the "Britannia" at the present time feel a certain amount of pride when the fact that they are afloat in one of His Majesty's commissioned ships is called to mind, while it can hardly be said that the same feeling of pride will be felt when they are housed at the College. Nevertheless, it is not to be doubted for a moment that the College will turn out officers just as well fitted to serve their country as the good old "Britannia."



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1. SABRE v. SABRE. A GOOD POINT.
2. FOIL v. FOIL. NEATLY GUARDED.
3. HEAVY-WEIGHT BOXING. A WAITING GAME.
4. FEATHER-WEIGHTS. HAVING A WARM TIME.

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A DYING ART.

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THE "NAUTILUS."

Beating up to her anchorage in Plymouth Sound.

A few years hence, and it is more than likely that such a picture as the one we give here of the "Nautilus" will be chiefly interesting as a record of a lost art. Tall masts and tapering spars are already a thing of the past in the merchant service, having been replaced by short masts carrying an enormous breadth of canvas. The "sky scrapers" and "moon rakers" of the old clippers are never seen now, and monstrosities in the shape of seven-masted schooners take their place. As for the Navy, alas! there is little left but a threadbare sentiment.

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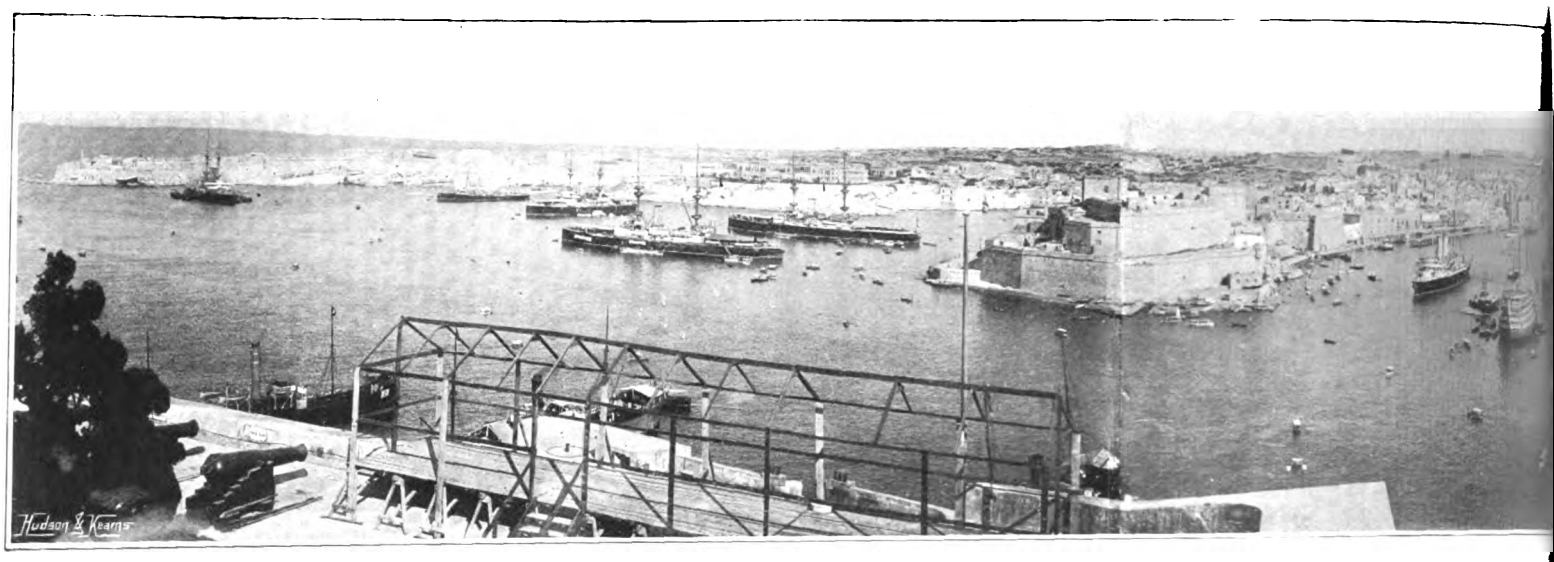
THE MEDITERRANEAN



THE COMBINED SQUADRONS AT ANCHOR IN THE ROADSTEAD AT NAUPLIA.

IT would be a mistake to say that the eyes of the world have been centred upon the great combined manœuvres of the British squadrons in the Mediterranean, though certainly the spectacle of the finest fleet which the world has ever seen might well have riveted the gaze of the nations. But with jealous care were the movements concealed. We heard of the coming and going of the squadrons, of the preliminary operations of Sir Compton Domvile's force in Greek waters, of the departure of the Channel and Cruiser Squadrons from Malta, and of the assembly of the grand Fleet off Cape Matapan. Then we knew that the squadrons were engaged in battle tactics and harbour exercises, and we heard that they had departed to their base ports, at Nauplia on the eastern side of the Morea, Suda Bay in Crete, and Argostoli in the island of Cephalonia, in preparation for the strategical operations which followed. But stringent orders had been issued that nothing concerning the occupations of the fleet should be divulged, and the air of mystery was maintained. Whether the system of secrecy is altogether advantageous has been questioned. It is true that where the value of new tactical arrangements is under investigation, or where the strategy has relation to the system to be employed in watching the outlets from the Archipelago into the open waters of the Mediterranean, or to the interposition of a strong force between hostile fleets attempting to unite in Greek waters, there may be excellent grounds for not letting our Continental friends know what we are about. If, however, the atmosphere of uncertainty as to what is going forward—the fog of manœuvres—should have descended upon the officers engaged, the operations could scarcely bear their full fruit. Sometimes even in the manœuvres at home there has been a tendency to disclose nothing, with the result that interest has languished in things that could not be understood. Yet it is a matter of first-rate importance that young officers should be encouraged to take a profound interest, not only in the tactical movements of squadrons, but in the strategical objects which the Fleet may have to attain, and manœuvres should be their great opportunity.

That the authorities attach the greatest value to the manœuvres just concluded is well known, and never certainly has there been a prospect of solving the problems of the tactical and strategical game with such splendid and colossal forces on the board. Our pictures of the fleets at Malta and at Nauplia, which are truly magnificent illustrations of Naval power, will show how imposing is the force which Sir Compton Domvile and Sir Arthur Wilson had under their command. The operations were clouded by the sad death of Rear-Admiral Burges Watson, second in command of the Mediterranean Squadron, which occurred while in the exercise of his command, and he was buried with all Naval honours at Malta, in the old Naval Cemetery at Bighi, on September 23, when Rear-Admiral Hammet saluted his flag in the "Ramillies" before it was struck. This sad event cast gloom upon the Fleet, but the operations were not interfered with, except by the visit paid by the "Ramillies" to Malta.

The Mediterranean Fleet is no longer what it was even a short time ago. New battle-ships have been sent to join the

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THE CHANNEL AND CRUISER SQUADRONS IN THE GRAND HARBOUR AT MALTA.

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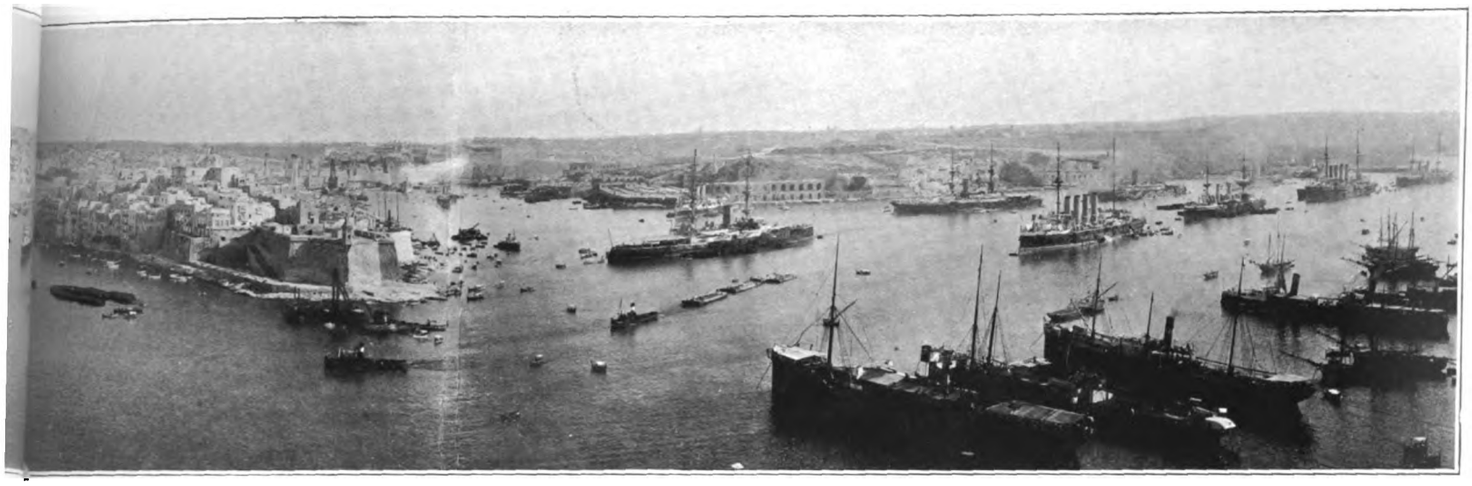
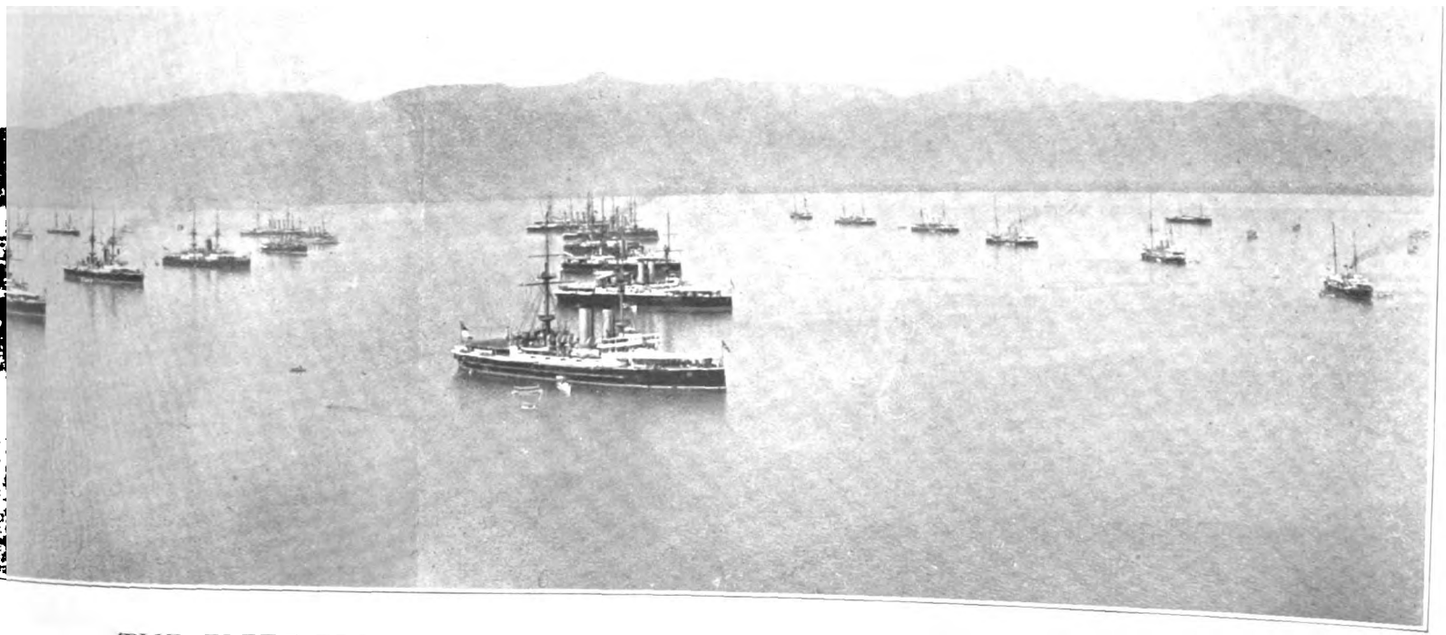
MANŒUVRES.



THE MOST MAGNIFICENT FLEET EVER SEEN IN THE MEDITERRANEAN.

flag as they have been commissioned, and the "London," "Bulwark," "Formidable," "Irresistible," and "Implacable," all sister ships of 15,000 tons, are a magnificent addition to the Force. The "Vengeance" and "Canopus" are sister ships of 12,950 tons, being of the smaller class known by the name of the latter, while the "Victorious," "Cæsar," and "Illustrious" are of the next preceding class of 14,900 tons. Only the "Hood," "Ramillies," "Repulse," and "Renown" belong to earlier classes, and not one battle-ship of the whole of the twenty in the Mediterranean has been afloat much more than ten years. The twenty battle-ships alluded to include, of course, the six of the "Majestic" class belonging to the Channel Squadrons, which Sir Arthur Wilson took out for the manœuvres. The Fleet was distinguished by great homogeneity, and was divided into squadrons to gain the greatest advantage out of that most valuable factor in Naval efficiency. The cruisers of the combined force were also a splendid array. There were the two new armoured cruisers "Aboukir" and "Sutlej"; the first-class cruisers "Andromeda," "Niobe," and "St. George"; the second-class cruisers "Gladiator," "Naiad," "Hermione," "Brilliant," "Doris," "Rainbow," "Furious," "Juno," "Vindictive," and "Diana"; and about half-a-dozen third-class cruisers, as well as destroyers and torpedo-boats, to which important duties were assigned, numbering nearly thirty.

The plans for the operations were prepared in great detail and were circulated among the officers of the Fleet, but they were subsequently changed, and new plans promulgated. What are the problems to be solved in manœuvres of this kind? Obviously, it is of great advantage that the ships should have opportunities of working together, and their work must consist in every preparation for action. Thus it is that battle tactics play a large part, and it is well known that both the French and ourselves have lately been testing both old and new systems. Our tactics were tried in the recent manœuvres of the Channel and Home Squadrons, in which various formations were employed, with a careful observation of the number of guns brought to bear by each ship, and the length of time which the fire could be maintained at an effective range. The same work was carried on after the meeting of the squadrons in the Mediterranean in the middle of September, concluding about the 20th, after which the squadrons were to proceed to Nauplia, Suda Bay, and Argostoli, where they were to coal in preparation for the strategical scheme. No speculation shall be offered here as to the particular value or character of the operations that ensued. The eastern waters of the Mediterranean, in view of the Franco-Russian alliance, have assumed greater importance, and there are those who believe that a union of the Russian and French Fleets would be the first object in a Naval war, having for its object to secure command of the Mediterranean. The Russians, of course, would have first to pass the Dardanelles, but it is of supreme importance that the special measures to be employed in such case should be investigated, and doubtless the underlying idea of the great manœuvres just concluded would be found to have relation to this problem. The various exercises and drills have been extremely valuable to the fleet.



THE FLEET FROM HOME WATERS AT THE GREAT BASE IN THE MEDITERRANEAN. "Navy & Army."

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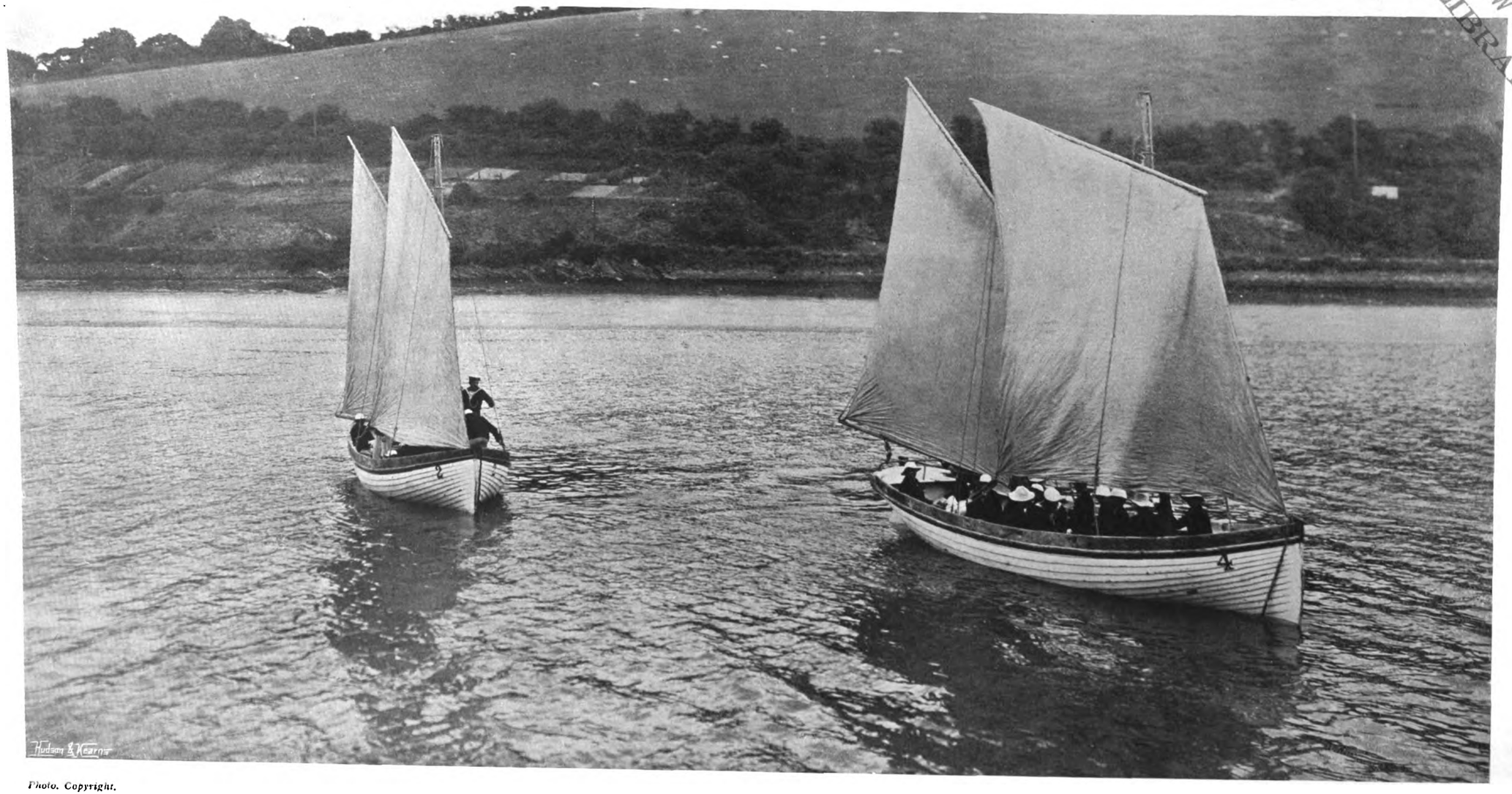
"HURRAH FOR A SAILOR'S LIFE!"



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TWO OF THE "BRITANNIA'S" 30-FT. CUTTERS.

Cadets learning the first principles of the fine art of boat-sailing.

There is one branch of seamanship that it is inconceivable will ever be seriously affected by the advance of modern science. Boat-sailing is so cheap, so delightful, and so simple a form of sport, and, moreover, is so essential to the life of the seaman, that steam boats and electric launches will never more than take precedence of it on special occasions. Over and above this there is the fact that its study is in itself a fine art. Any seaman will tell you that however much you may know about boat-sailing, there is always still more to learn.

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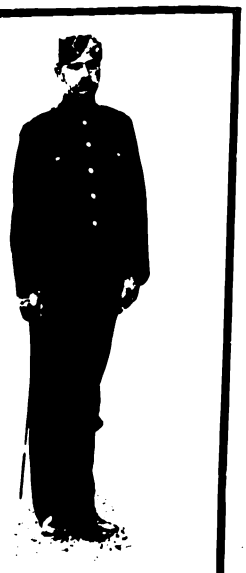

OXFORDSHIRE YEOMANRY.

2nd YORKSHIRE ROYAL ENGINEERS.
A pontoon bridge.

DEFENCE, NOT DEFIANCE.

Citizen Soldiers in Town and Country.

By TRAINBAND.

OXFORDSHIRE YEOMANRY.

REFERENCE was made in these columns last week to the lamentable decrease which it is now certain will be found in the numerical strength of the leading metropolitan Volunteer battalions when the annual returns are furnished. It is, however, pleasing to be able to record an exception in the case of the Electrical Engineers. This corps, instead of suffering any diminution, can show a considerable increase. Although about seventy-four men have left, during the year very nearly 300 have joined, and the regiment indeed is now some 150 in excess of the establishment. This must be deemed a distinct gain to the Volunteer Force, as the work performed by the Electrical Engineers, in addition to being highly technical, is of great importance and value to the Army in general. Telegraph construction, the fitting-up of search-lights on armoured trains, and the installation of electric lighting in the hospitals were among the many variations in engineering work that the members of the corps most successfully performed in South Africa, where the regiment was represented in the course of the war by six companies. As, apart from purely military developments, the world has practically passed from the age of steam to that of electricity, the special success of the electrical unit of the Royal Engineers (Volunteers) must be regarded as particularly gratifying. It must not, however, be allowed to in any way cause the gravity of the general decrease in the Volunteer Force to be viewed with less apprehension, or to occasion less strenuous efforts to be made to remedy what is really a very serious matter.

The news of the success of the British team in the recent contest for the Palma Trophy at Ottawa was received with great pleasure by riflemen on this side of the Atlantic. More especially was this the case as, almost at the last moment, the team lost the services of some of its members, who were obliged to withdraw owing to business or other engagements. The War Office also was unable to grant leave to two famous Army shots, Staff-Sergeants Wallingford and Davidson, to join the representatives of the Old Country. Nevertheless, a team captained by Major the Hon. T. F. Fremantle, with Major Bell, captain of the Welsh Twenty, as his adjutant, was not likely to be injudiciously selected, and the result justified the choice. As the Palma Trophy has been aptly said to be to rifle shooting very much what the America Cup is to yachting, a brief account of the history of the competition may prove not uninteresting. The trophy was the outcome of two matches between Ireland and America, under Elcho Shield conditions, in 1874 and 1875. As the Irish won the Elcho Shield in the latter year, but were beaten by the Americans, there was some friendly discussion as to the claim to the championship of the world. In the following year, 1876, the Palma Trophy was instituted, and teams of eight men from Ireland, Scotland, Canada, and Australia competed with the Americans, who, however, were again successful. The next year, 1877, a British team was selected by the National Rifle Association. The match took place at Creedmoor, and once more the Americans were the winners. After this contest the match fell into abeyance until last year, when Canada challenged possession of the trophy, and successfully carried it over the Border into the Dominion. The Palma Trophy has to be shot for in the country of the holders, so this year the contest was held at Ottawa. There is, of course, every probability that America will send a team to this country next year to try to recover possession of the prize.

It is by no means agreeable to record that in some circles an opinion prevails that false scoring at musketry practice is quite usual in certain Volunteer battalions. It is, of course, quite possible that there are some few cases of dishonesty—that at target practice scores are manipulated so as to give an inefficient shot sufficient points to enable him to exceed the regulation minimum. That such a system, however, is at all common is an altogether unjustifiable assertion. It must not be forgotten that the men who signal the results in the butts have no means of ascertaining which particular individual fires any particular shot. Consequently, any "cooking" of scores must, as a rule, be a deliberate act on the part of the non-commissioned officer in charge of the squad. Markers, also, are but human, and from a variety of causes occasionally signal wrongly. But the system of wholesale dishonesty which has been alleged is known by men of long experience to be a charge without foundation.

Reference was made just now to the diminution in the numerical strength of many metropolitan Volunteer corps. We have, unfortunately, also to note the total disbanding of a whole corps, the 2nd Northumberland (Percy) Royal Garrison Artillery (Volunteers). This regiment for many years occupied a prominent position amongst Volunteer Artillery, and it is hardly matter for surprise that the War Office intimation that the corps will cease to exist at the end of the current Volunteer year has occasioned considerable regret. It is understood that recently there has not been the same interest displayed in the welfare of the Percy Artillery that was at one period so markedly manifest, and the promulgation of the new regulations regarding attendance at camp was directly responsible for a large number of resignations. By the time these regulations were modified the men had gone, and even since then there has been a steady depletion in the ranks. In local circles it has been reported that it is the desire of the War Office that as many as possible of the disbanded Artillerymen may be induced to join Volunteer Infantry regiments. It is to be presumed, however, that the Percy Artillery have not been disbanded with that particular object, which would indeed be a striking example of "robbing Peter to pay Paul." But it is still to be hoped that the services of the men will not be altogether lost to the country.

A good deal of wit has been expended during the past few months at the expense of the War Office, but in common justice to that centre of officialism it must be acknowledged that during the present year it has furnished quite a large number of Volunteer corps with Maxim machine guns. It is feared, nevertheless, on the principle of spoiling the ship for a halfpennyworth of tar that some difficulty exists in obtaining the necessary practice with blank ammunition. Attention may, therefore, be directed to an inexpensive arrangement used by the Maxim gun detachment of the 4th Volunteer Battalion the Queen's (Royal West Surrey Regiment). This is an apparatus by which the working of the different parts of the recoiling portion of the gun can be clearly demonstrated and Service blank ammunition fired at the rate of more than two hundred rounds a minute. It is understood that this excellent attachment was submitted to the authorities more than two years ago, but its acceptance is stated to be still under consideration. Meanwhile the 4th Volunteer Battalion of the Queen's are to be congratulated on their possession of a useful invention.

The Coronation of King Edward VII. is now a matter of ancient history, yet the memory of it has been kept alive by a continued correspondence regarding the distribution of the medal in commemoration of the event, a subject on which comment was made in these columns some time ago. Meanwhile a rather more serious difficulty, especially as it cannot

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now be so easily rectified as might be the other, has been brought to our notice. We learn that the contingent of Indian Volunteers who came over to attend the Coronation festivities believe themselves to have been the victims of scant courtesy. Complaint is not altogether unjustifiably made that Major Hodding and the officers of the contingent of Indian Volunteers were not invited to the great receptions at the India Office. It was also felt a grievance that, at the parade on the Horse Guards' Square, the Indian Volunteers were relegated to the left of the line. Concerning this matter an anecdote is told of one of the Volunteer troopers who was visiting a friend in the India Office. Just outside he enquired of a small elderly gentleman the way to the department he was seeking. Having given the information, the little old gentleman, observing his uniform, asked him his corps, and if he was comfortable at Hampton Court. The Volunteer thereupon let him have a vehemently distinct account of the woes of his detachment; after which he enquired the name of the gentleman to whom he was speaking. In his usual pleasant way his auditor explained that he was the Commander-in-Chief. But the interview apparently had a good result, for on the occasion of Lord Kitchener's return the Indian Volunteers were given the right of the line. When the number and variety of troops connected with the Coronation celebration is considered, it can hardly be deemed a matter for surprise that dissatisfaction with the arrangements was felt somewhere. At the same time, the Indian Volunteers seem somehow to feel aggrieved beyond the ordinary depth, as free expression in India is still being given to their supposed wrongs.

AIMING DRILL.

NO "lesson of the war" was more thoroughly forced home upon the English nation than that a much higher standard of marksmanship must for the future be exacted from all our soldiers. Over and over again has Lord Roberts insisted on the paramount importance of musketry in the Army, and the formation and growth of the numerous civilian rifle clubs throughout the country proves that the nation is at last awakened to the necessity that as many men as possible should be skilled shots with the rifle. It cannot be denied that in days not so long gone by musketry instruction and the annual course were carelessly regarded by a large number of officers. But that has been completely changed. All officers have at present to pass through the School of Musketry at Hythe, where they learn not only how to shoot themselves, but how best to teach others to do so. It may be mentioned, however, that the reorganisation of the Royal Military College, Sandhurst, now provides for the full training of the cadets in musketry. As in everything else, much depends on sound elementary instruction in this subject. It is easy to understand that when they enlist a very large proportion of recruits are absolutely ignorant of a rifle, and have probably never in their lives handled a firearm of any description. It is clear, therefore, that they must commence at the very beginning, and omit no step in the succeeding instruction. The illustration shows a squad engaged at Aldershot in aiming drill. This is a very important subject, for though steadiness and correctness in manipulating a rifle might be thought the more difficult to acquire, it is often asserted by musketry instructors that greater trouble is afforded in teaching recruits to *aim* with exactitude. Eventually, of course, the men have to aim and subsequently fire at moving and vanishing targets, but in the illustration they are shown engaged in aiming at stationary objects. The progress of each man in aiming at stationary targets is tested by making him aim from a rest at different distances. It will be seen that tripods are used for this purpose. The tripods are formed of stakes tied together near the top, and each tripod supports a bag of sand at a height of about 4½-ft. from the ground. Each man then adjusts the back sight of his rifle for the distance ordered, and places it on the sand-bag in a position in which it will balance. He then aims at the mark as he has been taught, in other words, by endeavouring to at once align the sights of the rifle upon the bullseye. When he has aimed he steps aside, taking particular care to see that the position of the rifle is in no way disturbed when he removes his hand. The instructor then takes his place in order to see if his aim has been correct. Not unfrequently another recruit is directed to look along the sights and see if he can observe any error. It may be mentioned here that it is a rule in aiming that a man must keep his left eye closed, and it is surprising how many recruits are at first unable to do this. The usual plan with such men is to tie a handkerchief over their left eye, by which means they soon acquire the independent use of the muscles of each eye separately. The accompanying illustration is very characteristic, and it is possible to identify the exact spot without difficulty. The squad undergoing instruction must be drawn from some mounted unit, for it will be noticed that the men wear chin-straps on their forage-caps, and that their legs are encased in putties. They are, however, using the long rifle. According to Sherlock Holmes's system of deduction, therefore, they are probably mounted infantry.

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MAKING MARKSMEN.

Mounted infantrymen at Aldershot in aiming drill.

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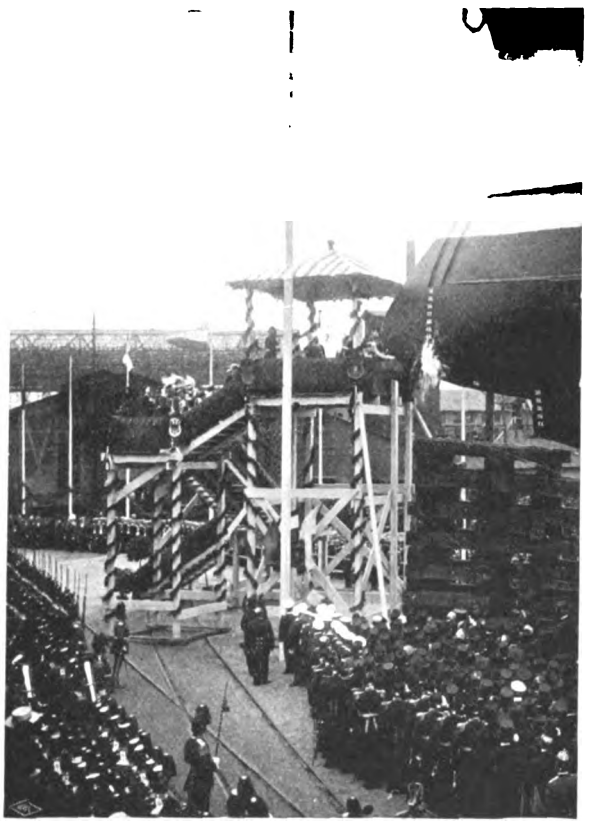
THE SEA-POWER OF THE NATIONS.

A Record of Policy and Progress from Week to Week.

By JOHN LEYLAND.



LAUNCHING A GERMAN BATTLE-SHIP.

THE Naval manœuvres of the European Powers seem now to be at an end, and have probably borne much of the fruit that was expected of them. For obvious reasons they have not attracted the same interest that has followed the Continental Military manœuvres, and their teaching is not so plainly visible, but, nevertheless, it may be useful to offer some remarks in relation to what has occurred. Naval manœuvres are the school of Naval war, and, inasmuch as everyone is now, or should be, possessed with the knowledge that by the Navy we stand or fall, and that a weak or inefficient Navy would be a national and Imperial peril, we should not shut our eyes to what is being done. When the history of the present Board of Admiralty comes to be written, it will be made clear, whatever may have been its shortcomings, that it has done a vast work in imparting greater vitality to our Naval preparedness It has recognised the supreme importance of ships and squadrons working frequently together. The Home Squadron has become a real and valuable force—it will be powerful and homogeneous when the ships of the "Royal Sovereign" class, embodying the improvements provided for, are all included in it—and it assembles so often for training and evolutions that, as one of its officers humorously said to me, it deserves its name because, on the *lucus a non lucendo* principle, it is rarely at home. That is an excellent thing for the Navy, and now once more the squadron has been formed for its autumn cruise. The Home Squadron was manœuvring with the Channel Squadron in the early summer, thus harmonising and co-ordinating the exercises and training of the two, and quite recently the Channel Squadron has been engaged in operations with the Mediterranean Squadron, with the result, as we hope, that the tactics to be pursued and the strategical objects to be attained are, or soon will be, embodied in the sum of professional knowledge. It may most certainly be assumed that periodical manœuvres on a large scale, largely strategic in character, and in intimate relation with customary fleet exercises, are necessary to the efficiency of the Naval Service, and therefore to the nation which depends and must depend on sea power.

For official reasons a veil has been thrown over what has taken place both in the Channel and the Mediterranean. There is a disadvantage in that, because it is for the good of the Navy that it should be in evidence before the eyes of the people. At the same time, there may be excellent reasons why important developments in battle tactics, and strategical plans to meet certain eventualities, should not be disclosed to the world at large. Unfortunately there exists an uneasy suspicion that, while the British public are kept in the dark, our Continental friends are perfectly informed. That might be difficult to demonstrate, but it is a matter upon which we should be on our guard. There can be no harm in saying that the tactics of Naval engagements have again been under investigation, and that the manner in which they may be brought about and conducted is receiving some new developments. The French have also been employed in the same way. The peril of a system of secrecy is that it may extend too far, as has certainly sometimes happened, when we have seen officers actually engaged in the operations wholly uninformed as to the significance of movements in which they have been employed. That was the case so recently as the manœuvres of 1901. Some things have been demonstrated by our manœuvres. At the very beginning, in 1885, they showed the vital importance of cruisers for intelligence work, and the teaching was enforced in almost every subsequent year. They have also illustrated the modern conditions ruling blockade, and have enabled us to assign to destroyers their right value. Above all, they have demonstrated the extreme importance of superior force rightly used, and they have had the high virtue of ever manifesting our conception of the soundness of a vigorous active defence and of what it is that constitutes command of the sea. Where we have gained the advantage has been in finding these teachings embodied, with some fluctuations indeed, in our ship-building programmes and our larger Naval policy.

The British manœuvres began with what may be described as "alarums and excursions," which had the effect of attracting to them the public gaze, and it may be observed that the Americans are pursuing the same line. They have this year had an intended descent upon the coast by an European enemy, the failure of the opposing sides to discover one another in time, and hence a demonstration of the need of building scouting vessels. Then came the bombardments of the shore works and the participation of the Army, which have filled scores of columns of the papers, the result being that the Naval Service has been well advertised, and that Americans are even prouder of it than they were before. No doubt the winter manœuvres in West Indian waters, for which the ships from the European Squadron are to cross the Atlantic, will have a more serious purpose of training, and of taking into account the conditions which will arise with the opening of the Isthmian Canal. For the moment the benefit has been in bringing the Navy a little nearer to the people who are responsible for its supply and upon whom demands for its great necessities are made.

To Englishmen it may seem a little strange that the German Emperor, who has lost no other opportunity of keeping his Navy before the public, should have made such little use of Naval manœuvres for this purpose. There have been attacks in several years on Wilhelmshaven and Cuxhaven, and some landings on the coast, it is true, but until lately Germans at large have displayed little interest in these performances, which have found scarcely an echo in their papers. That the manœuvres have been practically valuable no one doubts, and alike in steam tactics and in strategical combinations great advances have been made. Plans are pigeon-holed, but not forgotten, in the Admiralty Office in Berlin for all imaginable conditions of hostilities, and the officers of the Fleet are perfectly familiar with the problems that are concerned with the defence of the Baltic and the attack upon adversaries attempting to establish themselves therein. This year the most interesting theme of the manœuvres had to do with an old strategic purpose. It was designed to defeat the enemy in detail by bringing to action his force from the East (representing, of course, a Russian squadron) before it could unite with that of an ally from the West The purpose was not achieved, for the Russian representatives, by hugging the Swedish shore, got to the westward, and were thus in a position to join their ally, who was existent only in imagination. The Reichstag, which has latterly been somewhat more pliant than heretofore to the Emperor's demands for ship-building supplies, but has nevertheless been singularly obdurate in regard to cruisers, will thus have a salutary lesson brought before it. The German Fleet, in the operation described, was in a deplorable situation for want of these essential adjuncts, and thus altogether failed to detect the adversary, though clever dispositions had been made. The operations closed with sensational actions off the Elbe.

The French in their manœuvres, as I have said, have devoted much time to battle tactics. Indeed, during the last few years, chiefly under the impulsion and direction of Admiral Gervais, they appear to have made considerable advances in that matter. The combined operations of the two fleets, of the Channel and the Mediterranean, have had real advantages, and some disparities in the tactical methods of these forces have been removed, and they are now trained and exercised on the same system. In so far as tactics are concerned, it may be said that the chief object is to concentrate fire upon a part of the adversary's line, and two or three times

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in the actions of the past summer this has been brought about. It is worthy of note that the torpedo-boats and destroyers showed themselves ineffective, and it is suggested that their system of exercises needs to be reorganised altogether. The operations generally, and particularly the later ones in the Channel, have thrown some light upon the *rôle* of submarine boats, and it seems to have been demonstrated that, whatever may be their value in holding a defensive line against attack, they are at a most serious disadvantage against vessels under way and often altering course, even if these steam at very low speed. In regard to the strategical objects of the recent manœuvres, it may be said that, while they showed the great value of lines of cruisers provided with wireless telegraphy in observing an adversary's movements, they demonstrated the value of Mers-el-Kébir as a base station for a squadron whose cruisers are observing the Straits of Gibraltar. Similar light has been thrown upon Biserta and the passages between the two basins of the Mediterranean. Incidentally, no doubt, these exercises have also elucidated to some extent the new conditions of a watching blockade of Naval ports like Cherbourg, Brest, and Toulon.

These notes on the Naval manœuvres of the year may conclude with a reference to the Russian, Austrian, and Swedish operations. There have been tactics in the Black Sea, but the chief feature seems to have been a thorough investigation of the Turkish ports in Asia Minor. It is a matter to which I lately referred, and the principal purpose seems to be to hold over the Turks the threat of a descent upon the coast. The Austrian manœuvres have had reference to defence, and have placed in an unmistakable light the known fact that a strong Naval force is required in the Adriatic if Pola is to be preserved from attack on the land side. The Swedish Naval exercises were purely defensive also. It is a modest *rôle*, perhaps, but a definite one, and at least it forms the basis for a fixed and reasonable Naval policy in relation to the forces ashore.

THE "OCEAN'S" PRIZE-FIRING.

WE are indebted to an officer of the ship for the accompanying illustration of the original list of the prize-firing results of the "Ocean," which was designed and executed by a young able-bodied seaman. The reading matter, which owing to the exigencies of space we have been forced to reduce, gives details of the firing as follows:

GROUP Z.

1. Sergt. W. Caunt, R.M.A., and Bomb. P. Leuillette, R.M.A., made: The sergeant 5 hits in 8 rounds, and the bombardier 3 in 4. 2. Corpl. W. Harper, R.M.A., and Gun. G. H. Care, R.M.A., made: Harper 7 in 8, and Care 5 in 6. 3. Gun. F. Skein, R.M.A., and Gun. W. Broomfield, R.M.A., made: Skein 9 in 9, and Broomfield 5 in 6. Total for Group 34 hits in 41 rounds.

GROUP A.

1. P.O. C. Harvey and James Cousins, A.B., made: Harvey 6 hits in 8 rounds, and Cousins 8 in 9. 2. P.O. E. Andrews and Lce.-Sergt. W. C. Nelson made: Andrews 5 in 7, and Nelson 4 in 7. 3. P.O. E. Hooper and P.O. W. Pepperell made: Hooper 6 in 9, and Pepperell 3 in 7. Total for Group 32 hits in 47 rounds.

GROUP Y.

1. P.O. W. Finch and P.O. A. Leworthy made: Finch 6 hits in 7 rounds, and Leworthy 4 in 6. 2. P.O. C. Millett and P.O. H. Shelton made: Millett 6 in 8, and Shelton 5 in 9. 3. P.O. J. Connell and W. Comer, A.B., made 6 hits in 6 rounds; Connell 5, Comer 1. Total for Group 27 hits in 36 rounds.

GROUP B.

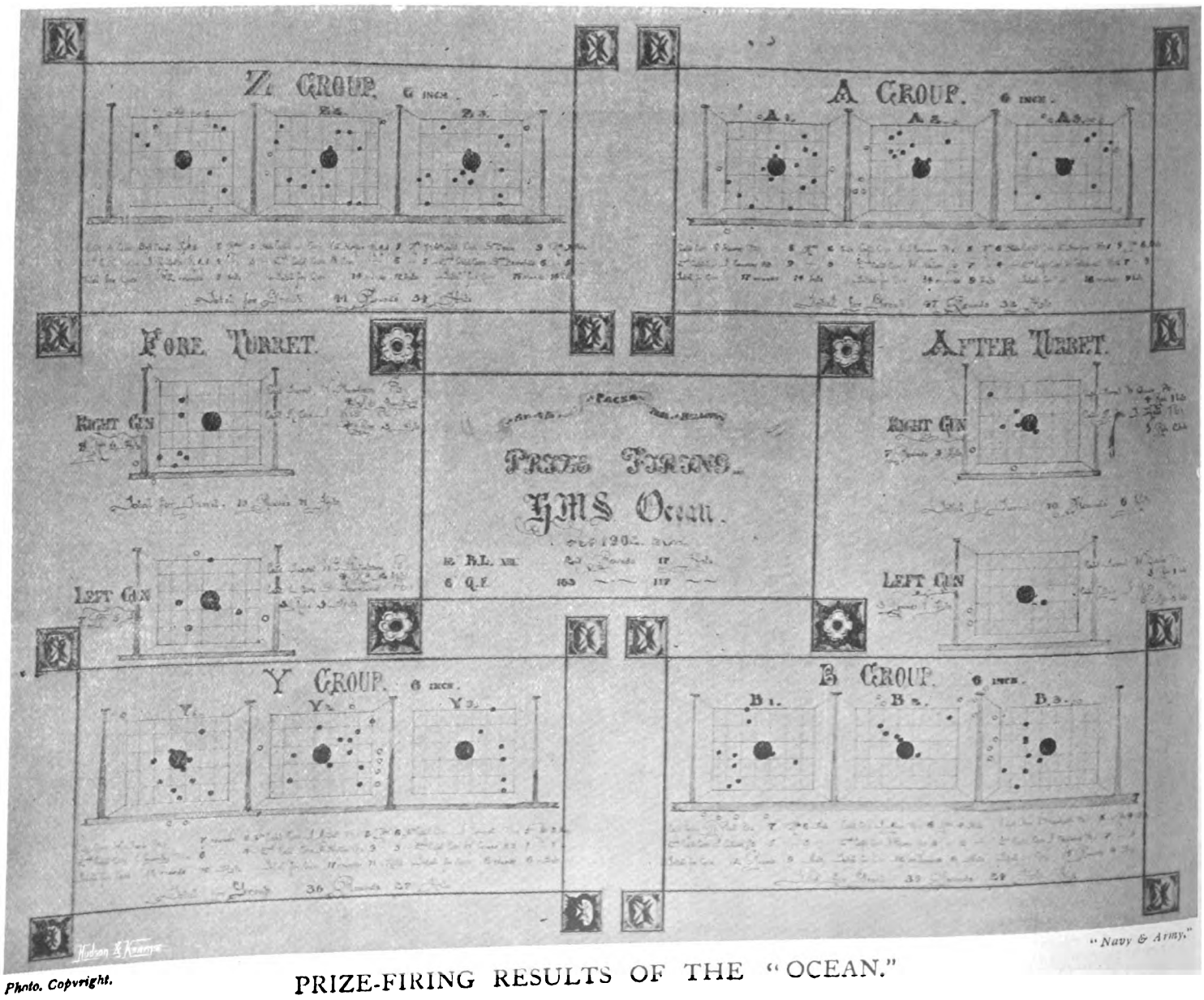
1. Lce.-Sergt. R. Bell and Lce.-Sergt. F. Collings made: Bell 6 hits in 7 rounds, and Collings 3 in 5. 2. P.O. J. H. Mair and A. Baker, A.B. made: Mair 4 in 6, and Baker 2 in 6. 3. P.O. E. Windeatt and P.O. J. Shepherd made: Windeatt 4 in 8, and Shepherd 5 in 7. Total for Group 24 hits in 39 rounds.

FORE TURRET.

Right gun: P.O. W. H. Thomson and P.O. W. Kitt made 6 hits in 8 rounds. Left gun: P.O. W. H. Thomson and P.O. G. Townsend made 5 hits in 7 rounds.

AFTER TURRET.

Right gun: P.O. W. Quick and P.O. T. Hill made 5 hits in 7 rounds (cage jammed). Left gun: P.O. W. Quick and P.O. J. Kift made 1 hit in 3 rounds (cage jammed again.)



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PRIZE-FIRING RESULTS OF THE "OCEAN."

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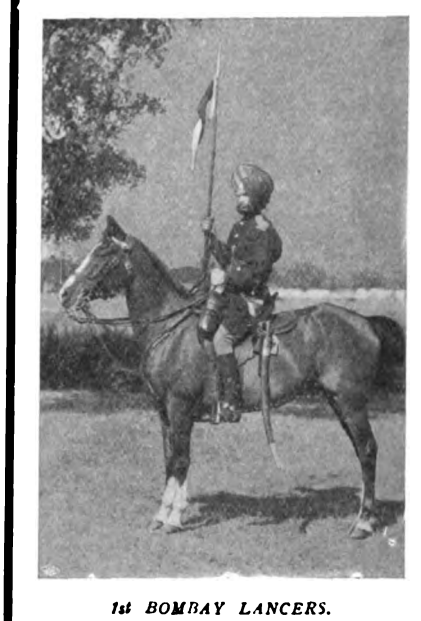
1st BOMBAY LANCERS.

OUR INDIAN EMPIRE.

A Running Record of Military Life and Incident in the "Shiny East."

By CAPTAIN OWEN WHEELER.



1st BOMBAY LANCERS.

AS might have been expected, the return to India of the King's Coronation guests was made the occasion of a renewed expression of loyal sentiments on the part both of the guests themselves and of the various communities assembled to welcome them. The casual reader cannot fail to have been impressed by the deep-seated enthusiasm thus indicated, as well as by the well-chosen language in which the feelings alluded to have been formulated. When the Maharaja Kumar Tagore went back to Calcutta, of which he is the leading native representative, he was told that he had fully succeeded in convincing the British people that the loyalty of the Calcutta native community to the Government and the British Throne was earnest and real, and that the community yielded to none in its personal love, attachment, and devotion to the King-Emperor. This is not Babu English, but the language of strong, sincere emotion, and is quite in keeping with what those who know these things are aware is the attitude of cultured India upon this subject. It is very difficult for us in England to realise the extent to which the attendance of these invited Indian guests at the Coronation has appealed to the higher Indian classes, deeply inspired as the latter are by a generous romanticism which has no parallel in this country. A great self-governing Colony may be gratified at the reception accorded by the Sovereign to its Premier, but the feeling is altogether distinct from that which underlay in most cases the "welcome home" which awaited the Indian Princes and noblemen who, in the name of their peoples and communities, had assisted at the Coronation of the Emperor of India.

You cannot measure sentiment of that sort by words, and it is to be hoped that occasion will never arise to measure it at all closely by acts. But, if native India was loyal before, there are now scores of corners in which loyalty is now regarded in the light of a sacred trust. I have sometimes talked in these notes of the swords that would flash from native scabbards if Imperial India were menaced from without or within. That is no empty figure of speech, and its accuracy is emphasised now that throughout the length and breadth of the Indian Continent are stored countless impressions such as that to which the Maharajah of Jaipur gave solemn utterance on his recent first visit to England, "This exceeds my wildest dreams; this is indeed a Kingdom, and this a King!"

I think I alluded once before to the deep interest taken by the native Princes in the details of the Coronation ceremony. In an interview which a *Times of India* correspondent had with Sir Pratap Singh, the Maharajah of Idar, at Poona, after his return, that distinguished Chief spoke again of the anointing with oil, and the holding of a canopy over the King's head during the Coronation office, as customs which had been in vogue in India for hundreds of years. It is safe to say that the discussion among natives of this circumstance will last for many years, and that the similarity between English and Indian customs will be everywhere regarded as an additional link between the races of our Indian Empire and the British Throne.

Sir Pratap Singh's further impressions of his last visit to this country, to which, of course, he is no stranger, are very interesting. He is himself a great polo player, and was particularly attracted by what he saw at Hurlingham, but he considers that the game as played in India by the championship teams is much faster and more dashing. This he evidently attributes largely to the superiority of the Arab to the English pony, and he strongly recommends the use of the former in England. "The English and American ponies get fractious after a few games; the Arab improves with play, and is more amenable to the calls of hand and heel than the other classes will ever be."

It is pleasant to hear that the Maharajah of Idar has marked a distinct improvement in English riding as a social recreation since his first visit. As one used to the saddle since boyhood, he could not help noticing formerly that the majority of those who rode had a bad style and a poor seat. "It is different now, and the riding classes have done much in this direction, so that now in Hyde Park of a morning the riders display fine horsemanship, and even young girls and boys ride exceedingly well."

As I anticipated, Bombay is looking forward eagerly to the visit of the Duke of Connaught, and has voted an address to be presented to the former Commander of the Presidency Army on his arrival. It is simultaneously reported that a motion to present an address to Lord Kitchener on his arrival was rejected. It is well that the latter incident should be regarded in its proper light as one of very small importance, which certainly need not be taken as in any way indicating a depreciatory estimate on the part of Bombay of Lord Kitchener's great services. In the case of the Duke of Connaught, Bombay recognises an old and valued friend, one who made himself personally popular with all classes, just as he is doing in Ireland. But Lord Kitchener is coming out to India as Commander-in-Chief of the Indian Army, and Bombay may be excused for thinking that if he is to be officially welcomed the ceremony should be gone through at Calcutta or Simla, with both of which he will be much more closely connected than with Bombay. There is a good deal of local feeling in such matters in the larger Indian towns, and Bombay is a capital in which the pros and cons of the presentation of an address are, we may be sure, very carefully and thoughtfully argued out.

The Indian native Press is distinctly critical as a rule, and not infrequently talks of honest English efforts in behalf of India in a tone of carping dissatisfaction, which would certainly not be permitted in a German, French, or Russian dependency. But from time to time native, and particularly Parsee, journalists comment very gracefully and appropriately on current events, and of this a pleasant example has been furnished of late by the influential and widely-read *Gujarati*. The subject dealt with was the Presidency cricket match, and the writer of the article appears to have been immensely struck by the sportsmanlike spirit in which the Parsee cricketers were treated by the English players, and in which the match was alluded to in the English papers. Probably the writer is a very young man, for he speaks of "this beautiful example of sportsmanlike fair play and generosity," which is rather tall talk to apply to a very ordinary phenomenon. As a matter of fact, there occur daily in India scores of instances in which an equally sportsmanlike spirit is evinced by English officers in connection with such recreations in the way of shooting and riding as they are enabled to share with natives. But it is a good sign, nevertheless, that the vernacular Press, which commonly regards such matters with a curious obliquity of vision, should have taken such a happily correct view of this particular cricket match, and have been stirred to such warm enthusiasm on the subject.

The recent publication of the list of successful candidates for cadetships in the Indian Staff Corps carries me back a good many years to the days when I had to make my own choice between going to the Staff Corps or sticking to my British regiment, choosing the latter course, perhaps to my detriment, but who cares? Certainly it is not with the idea of discussing the question in a personal aspect that I raise it, but rather with a view to pointing out that, in several ways, the Indian Staff Corps commends itself to the man without

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money, or with very little, even more to-day than it did twenty years ago. Not altogether from the pecuniary standpoint, it should be added, for it is now quite possible for a subaltern, captain, or major in the British Service to be as well off in point of pay and allowances, provided he has played his cards well, as the officer of equal standing in the Staff Corps. This was seldom the case in my young days, when extra-regimental employment was quite the exception. But a great advantage about the Indian Staff Corps nowadays is the sense of security which it gives the holder of a commission, and which is certainly not enjoyed to the same extent by the officer who elects to remain in a British regiment. The latter is really no more at the mercy of the powers that be than his comrade of the Staff Corps, but he is certainly more harassed by Special Army Orders and Royal Warrants, which call upon him every two or three years to undergo some entirely fresh course of instruction, or provide himself with an entirely new rig-out. The chief reason for this difference is doubtless the fact that the Indian Army is "run" by practical men who know the requirements of Indian Military service to a nicety, and have generally worked their way up to the top through every grade of regimental as well as staff employment. The natural result is that, to all intents and purposes, the Indian Army "arrived" years ago, certainly as far back as 1895, and now only requires occasional touches to bring it smartly and efficiently up to date, instead of being still in a most uncomfortable state of transition.

I do not mean to say that, if I had a son old enough to send into the Army and could afford to give him a decent allowance for a few years, I would not still prefer to keep him in the British Service. As a matter of personal predilection, nine men out of ten would choose the latter, if only for the satisfaction of having the British soldier to deal with. But the Indian Staff Corps still affords noble chances of a stirring career, coupled, as I have said, with a marked freedom from several objectionable uncertainties which, to the junior officer in a British regiment, not infrequently mean the swift termination of his connection with the Army and his projection into civil life which has no earthly use for him. How often one meets captains and even majors who have left the British Service and are leading a simply hopeless existence, while it is the rarest thing to meet a retired Staff Corps officer without a pension, which it is not difficult to become entitled to in the comparatively tranquil course of military life in any Indian Native regiment.

WELCOME TO THE EAST.

TOMMY always makes the best of things, for Tommy is a man. He would much like to have a spell home to see Dolly again; but, as Fate wills it, he follows Fate. After an arduous and trying campaign with small delights intervening, it is his lot to go from Africa to India. Tommy takes it all in the day's march. "Just my honeysuckle luck," he says. "There! I wrote to my mother to be lookin' out for me about September, and to have all cheery, and here we are back to India again. No matter," says Thomas; "p'r'aps Bangalore is different to the Punjab. Anyhow, both *is* different to the veldt, and may be we'll have a little 'spell.'" Thomas has learnt the last word of his soliloquy from his friend Jack, for in the strenuous times of a campaign, Thomas and John grow to be close friends, and in such times only; each recognises the virtue of his peace-time rival.

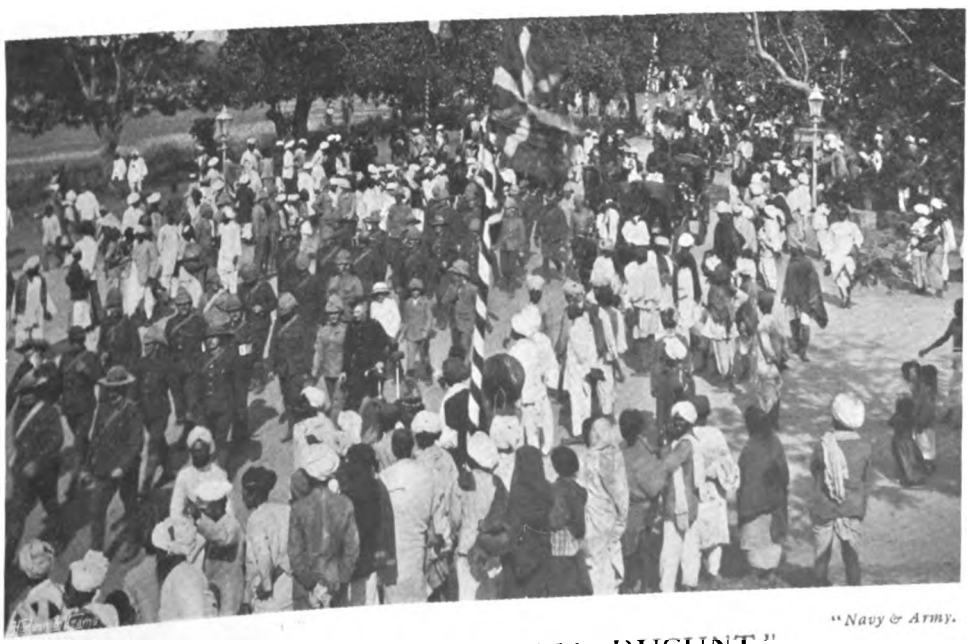
If one is not to come home after the war, there are many more unpleasant places than Bangalore where Fate might call one. The welcome given to "G" of the Royal Horse, the Carabiniers, and the 44th shows that Britishers can welcome men who have fought, as well abroad as they can do at home. There is not, perhaps, the tremendous splash that is made in London when the City Imperial Volunteers come home, nor the exuberant enthusiasm of a Nine Elms crowd when a detachment of the Guards returns. There is the welcome of Britisher to Britisher. "Well done, old man! Glad to see you back!" and that means more than any amount of hysterical cheering and foolish display of feeling, such as has been common lately in London, and which has culminated in our crowds cheering the Slim Triumvirate now exploiting the Continent.

HUSSARS AND WHEELS.

Band of the gallant 4th and cyclists.

"All hands," as the merchant sailor says, combined to welcome the troops from South Africa to Bangalore. The welcome was given by the official civilians as well as by the mercantile community and the military. A Bangalore correspondent says that the men all looked well and hearty, notwithstanding the heavy duties they had lately undertaken. This tribute to the climate of South Africa has often been given before. It has been noticed that the men who have returned from the veldt invariably look hard and well, if they are in anything like average health and are unwounded.

Elsewhere we have regard to the natural feeling of disappointment which has found expression in military circles at the treatment of those who have been sent to India since the war. The system of military reliefs cannot be carried out without many heartburnings to individuals concerned. The great contest recently concluded has, necessarily, set aside routine arrangements. When things again become normal, we shall welcome home again the lads we love at their appointed time of return. We and they have, however, meanwhile to endure the pangs of separation.



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"QUO FAS ET GLORIA DUCUNT."

"G" Battery, back to India.

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THE LAUNCH OF THE FIRST-CLASS CRUISER 'BERWICK."

The ceremony was performed by Lady Houstoun Boswall, wife of the Convener and Deputy-Lieutenant of the county of Berwick. Length, 443-ft. Breadth, 66-ft. Draught, 24-ft. 6-in. (loaded). Displacement, 9,800 tons. I.H.P 22 000. Speed, 23 knots.

This vessel was laid down on March 11. 1901, at the yard of Messrs. Beardmore and Co., Limited, the well-known armour-plate manufacturers at Govan, and was launched on the 30th of last month. This is the first war-ship this firm have built for the British Government since they acquired the yard of Messrs. Napier, this fact causing more than usual interest to be taken in the launch.

From a Photograph kindly lent by Messrs. Beardmore.

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CANADIAN VOLUNTEER MILITIA.

The Third Special Service Battalion of the Royal Regiment of Infantry.

BY the Militia Act of Canada (revised statutes, 1886), all inhabitants of the Dominion of the age of 18 and under 60 years (not specially exempted or disqualified by law) are liable for military service for the defence of the country should necessity arise. Those liable for service are divided into three classes: (1) Between the ages of 18 and 30, being unmarried, or widowers without children; (2) between the ages of 30 and 45, being unmarried, or widowers without children; (3) between the ages of 45 and 60. The persons exempted by law are judges, clergymen, and ministers of the gospel of all denominations; professors in colleges and teachers in religious orders; the warders and officials in all penitentiaries and lunatic asylums; persons physically disabled, and any person being the only son of a widow and her only support.

The Active (Volunteer) Militia of the Dominion, according to official statements for the current fiscal year, is made up of all ranks as follows:

Cavalry	2,876
Artillery	3,847
Engineers	328
Mounted Rifles	597
Infantry	29,766
Army Service Corps	140
Bearer Companies	344
Field Hospitals	192
Total ...	38,090

In addition there is a "Permanent Corps"—Cavalry, Artillery, Mounted Rifles, and Infantry—of over a thousand in strength. Attached to each of these there is a school of instruction.

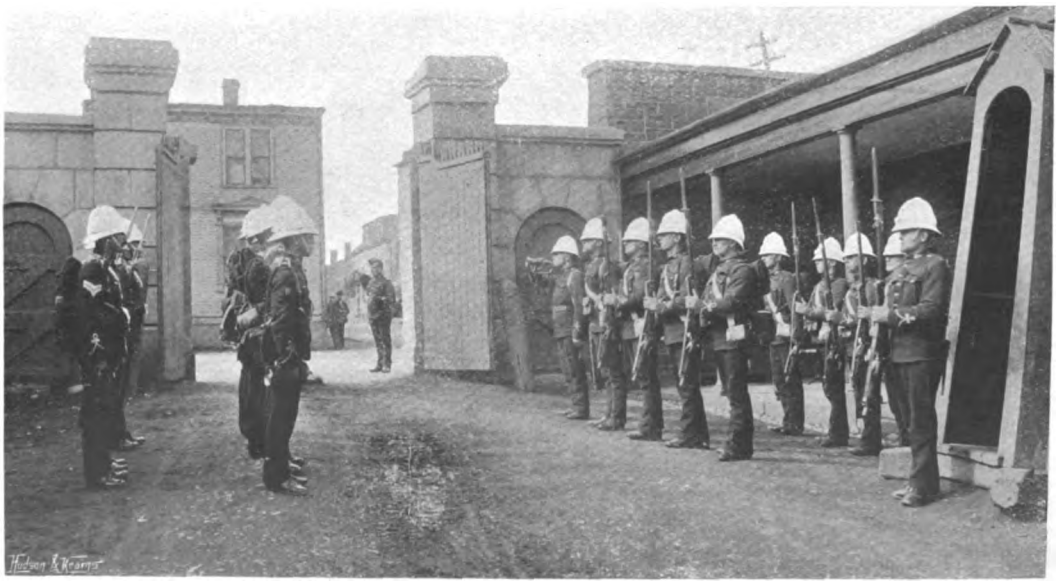
The 1st and 2nd Special Service Battalions of the Royal Canadian Regiment of Infantry were organised for service in South Africa upon the breaking out of the war. The term of enlistment was one year. After their return to Canada they were disbanded, and the officers and men in most cases rejoined the corps to which they belonged.

The 3rd Special Service Battalion was organised in March, 1900, to do garrison duty at Halifax, Nova Scotia, taking the place of the 1st Battalion Leinster Regiment, the exigencies of the regular service necessitating its return to England. The 3rd Special Service Battalion is composed of eight companies, with a total strength of all ranks of over 1,000. The corps is a fairly representative one of the Canadian Volunteer Militia as a whole; for it was recruited from battalions having their headquarters in every part of the Dominion. In case of active service provincial distinctions are unknown in Canada. Men who live in the extreme west of the Dominion—British Columbia—volunteer for duty in the extreme east with as much pleasure as if they were defending their own firesides; and in this connection it may be pointed out that the various Canadian corps organised for service in South Africa represented all parts of the Dominion, from Halifax to Vancouver. Some of the units had to travel between three and four thousand miles to reach the place of mobilisation for embarking. During the progress of hostilities in South Africa the 3rd Special Service Battalion volunteered for service there, but it was not accepted, as infantry aid was not required. Official recognition was promptly made, however, of the loyal spirit which prompted all ranks in their desire to fight for the Imperial cause in a far-distant part of the world.

LIEUT.-COL. GEORGE ROLT WHITE.
A Popular Soldier.

The officers of the 3rd Special Service Battalion comprise a lieutenant-colonel, two majors, an adjutant, a paymaster, a quartermaster, eight captains, and 16 lieutenants. They support one of the best bands in the Dominion, consisting of 34 performers, and in addition a fife and drum band. The routine of barrack like with this fine Canadian corps is similar in every particular to that of the Regular regiments which from time to time have been quartered at the historic capital of the Province of Nova Scotia. Many of those who compose the rank and file have filled good positions in various parts of the country; while the non-commissioned officers are creditable representatives of that important element in regimental composition. After its organisation the battalion quickly settled down to work, and in a very short time all ranks showed evidence of strict attention to drill and to the numerous duties connected with the everyday experience of British soldiers. On the occasions of inspections the battalion has been highly complimented upon its fine soldierly appearance.

The commanding officer of the 3rd Special Service Battalion Royal Canadian Regiment of Infantry is Lieutenant-Colonel George Rolt White, a highly capable and efficient officer, and he is deservedly popular with all ranks of his command. He was born in July, 1846. He obtained his first commission as ensign in the 9th Regiment (Voltigeurs de Quebec, of which the honorary lieutenant-colonel is Sir Wilfrid Laurier, Prime Minister of Canada) in 1866, and the following year was gazetted lieutenant in the Quebec Garrison Artillery, and captain in the same corps in 1868. In April, 1891, he received his majority in the 8th Royal Rifles, Quebec (of which the late Hon. R. R. Dobell, P.C., M.P., was honorary lieutenant-colonel), and in February, 1893, he succeeded to the command of the regiment. In July, 1897, he was appointed district staff adjutant, Military District No. 7, of which Quebec is the headquarters. Colonel White served during the Fenian Raids of 1866 and 1870, for which he has a medal, and he also wears the general service medal. Under his command the 3rd Special Service Battalion has attained to a degree of exceptional efficiency, and it has proved a



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CHANGING GUARD.
The 3rd Special Service Battalion at Halifax, N.S

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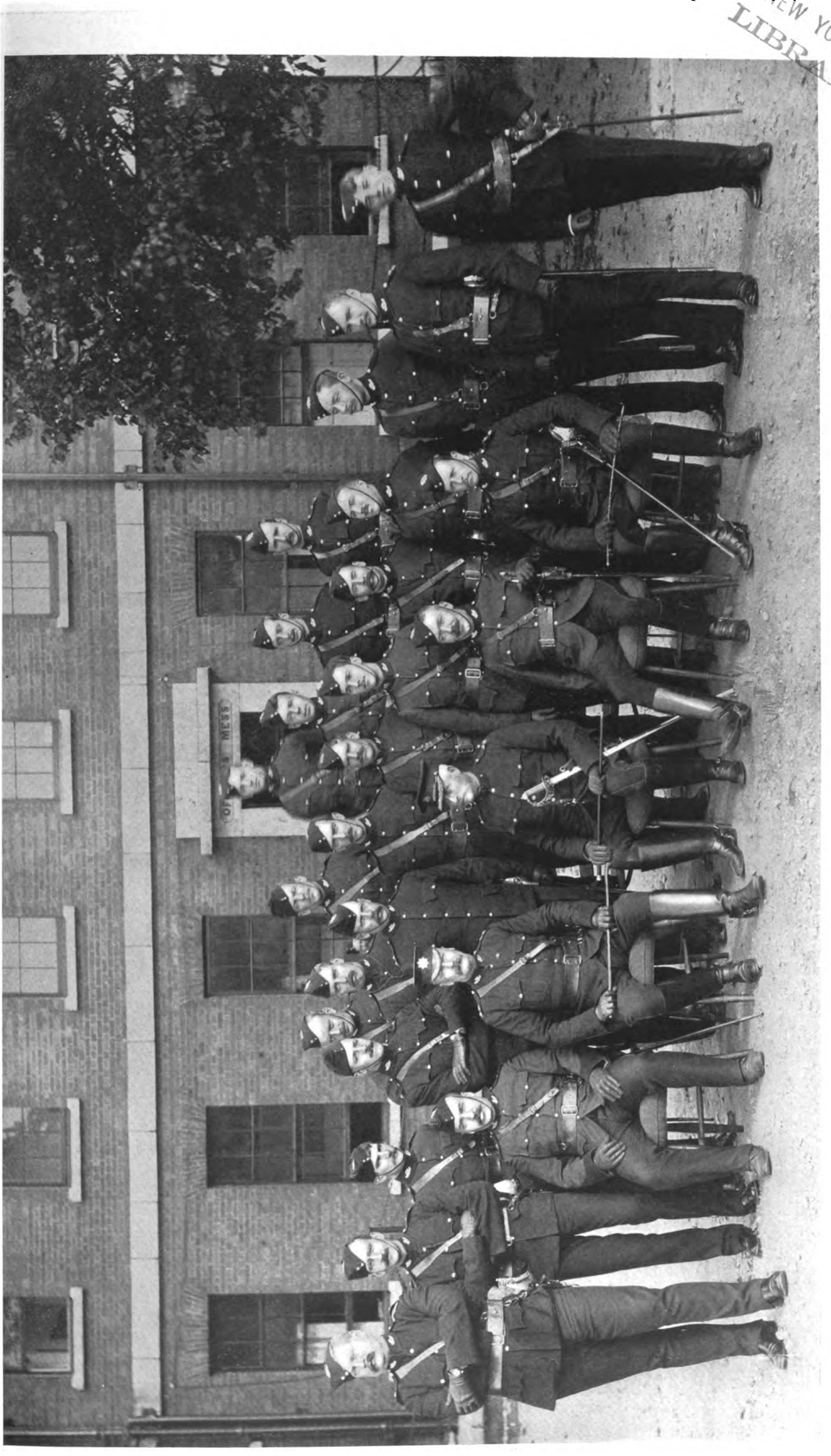

THE OFFICERS OF THE REGIMENT.

Reading from left to right the names are—Back row: Lieut. Gibson, Lieut. Law, . . . Lieut. Girouard, Lieut. Ham, Lieut. Oliver, and Capt. Heward. Second row: Capt. Sharples, Capt. O'Farrell, Capt. Gurney, Lieut. Du Domaine, Capt. Dodge (Q.M.), Capt. Ashton, Lieut. Clarke, Capt. Cowie, . . . , Lieut. Lamkin, Lieut. Homer-Dixon, Capt. Murray, and Lieut. Allard. Front row: Capt. Taschereau, Lieut.-Col. Waddmore (second in command), Col. White (commanding officer), Major Skinner (Lieut.-Col.), and Capt. Kenmuir-Betty (Adjutant).

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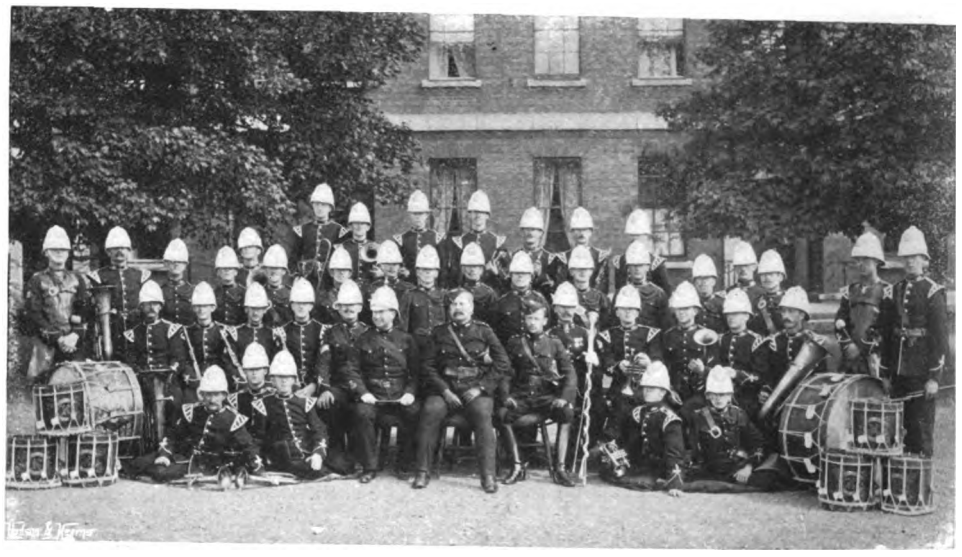
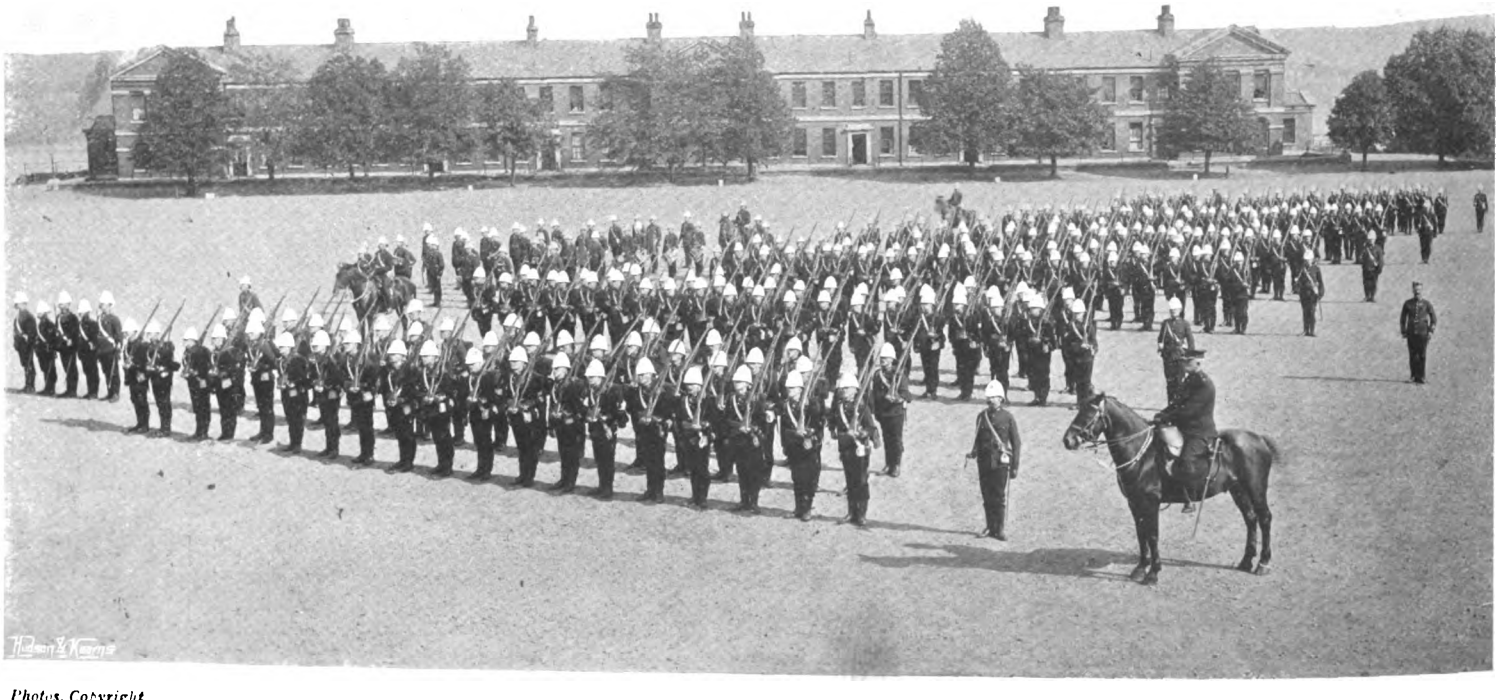
worthy successor to the Regular Line regiments which for many years were a feature of the military life of Halifax. What the intentions of the Militia Department are in regard to the future of the 3rd Special Service Battalion, now that hostilities in South Africa have ceased, are not at present known. Everything will depend, however, upon the decision of the home authorities; for if it be intended to regarrison Halifax with a Regular regiment, the services of the Canadian Regiment will not be any longer required. Be that as it may, it is gratifying to be able to record that upon the withdrawal of a regiment of Regulars from Halifax, a Canadian corps, composed of men recruited from various walks in life, and from all parts of the country, was speedily organised, and entered upon the discharge of duty in a spirit of genuine military devotion. But the 3rd Special Service Battalion is only one of many which Canada could easily raise in case of necessity. The military instinct is strong among Canadians, and it is a matter of history how in days gone by they demonstrated their ability to successfully defend their homes against foreign invaders.

It is a happy augury for the future of the Canadian Volunteer Militia that, at such an important juncture in its history, such an admirably qualified officer as the Earl of Dundonald should have been selected to command it; and we may be sure that under him the spirit which has been exhibited in connection with the 3rd Special Service Battalion will be carefully and appreciatively fostered. Lord Dundonald may well be proud of being appointed to the control of a force which, while so brilliantly represented on active service—the performances of the Canadians at Paardeberg and elsewhere constitute a bright and never-to-be-dimmed page in our Imperial record—was able without an effort to provide an extra battalion for duties of a more humdrum but not less honourable character.

THE NON-COMMISSIONED OFFICERS.
The 3rd Special Service Battalion, Canadian Militia.



A PROVISION OF MARTIAL MUSIC.
The band of the 3rd Special Service Battalion.



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THE BATTALION ON PARADE.
On the drill ground of the barracks at Halifax.

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THE
NAVY & ARMY
ILLUSTRATED.

VOL. XV.—No. 298] SATURDAY OCTOBER 18th, 1902

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OFF TO SOUTH AFRICA.

H.R.H. PRINCE ARTHUR OF CONNAUGHT, WHO SAILED LAST WEEK TO JOIN HIS REGIMENT.

Prince Arthur, who is taking out a draft of his regiment, the 7th Hussars, to South Africa, was unfortunate in not being allowed to join a service squadron at an earlier date, owing to his not having passed his "recruits' course" when the regiment went to the front. But there is work for the British Army yet to do in South Africa, and with the chances of distinction always open to an officer in one of the smartest and best corps in the Service, Prince Arthur should have plenty of opportunities of showing that he is of the same soldierly stuff as his gallant father.

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Remounts and Realities.

THE report of the Court of Enquiry into the purchase of remounts for South Africa filled the papers last Friday morning with flouts and sneers and gibes at everyone connected with military administration. "When all other subjects fail, abuse the War Office," might be the motto of the average editor. The public enjoy it, the sarcastic leader-writer finds his opportunity, and a general impression is created that everybody is anxious for more efficiency in the public service. This time there was certainly cause enough for complaint. The only question is, Did the burden of fault-finding fall upon the right shoulders?

Let us consider the facts of the case for a moment. Here was the Army Remount Department, the branch of the War Office entrusted with the very important duty of seeing that our cavalry are kept properly supplied with horses. It had a little office in Victoria Street, and it did its business in a leisurely manner, purchasing about 2,500 horses every year. "Speedy or momentous decisions were never called for." At the head of the office was a worthy gentleman not supposed by anyone to be possessed of great abilities, but earning respect as a moderately hard worker and a conscientious official. In peace-time all went well enough, nor was it anyone's business to think about war. But, although no one at the Remount Department was thinking of it, war came, and with it the immediate prospect of a demand for ten times as many horses as the Department usually purchased in a year. For such a demand they were absolutely unprepared. A little while before the actual outbreak (not more than eight or nine weeks) officers had been sent round to discover how much mules would cost, in case they should be wanted, but we cannot tell what instructions they received, for the official of the Remount Department who issued them is no longer in Victoria Street, but with his regiment in South Africa, and no record was kept of these important particulars. That appears to have been the only step taken in advance of any kind whatever. Of course, when the strain came, the Remount Department proved unequal to it. How could they be expected to respond cheerfully to the demand that they should furnish the Army with 200,000 horses and 80,000 mules within the space of two and a-half years. Major-General Truman and his assistants devoted themselves to their unforeseen task with great industry, but it was inevitable that it should not be well done. We spent far more money than we need have spent. We employed unsuitable buyers. We wasted an enormous amount of good material. Yet there can be no doubt in the mind of anyone who knows the conditions of the case that the Court of Enquiry are right when they say that "the unprecedented demands" made upon the Remount Department were "met with extraordinary success." It is astonishing under the circumstances that any remounts were provided at all. "Ah! yes," says an arm-chair critic, "but how disgraceful it was that no plan had ever been formed for meeting such an emergency." Certainly, but that disgrace reflects upon us all, not upon this one office alone, which was never told that the drawing up of such a plan was part of its duty. We should have had no right to blame any breather on this earth but ourselves if it had collapsed utterly and left us to shift for our remounts as best we could.

This, in effect, is the root of the whole matter. The blame for the shortcomings of the Remount Department, like the blame for the unpreparedness of every other military department when war broke out, rests upon us all as a nation. Not upon individuals, not upon public offices, least of all upon the unfortunate officers like Major-General Truman who did their best in situations of great difficulty for which neither their talents nor their training had prepared them in the least. And the fact that the newspapers do not realise this (or, if they do realise it, that they refuse to admit it) is the most unfavourable sign that we could have of any improvement in future. So long as the nation goes on as it has gone on in the past, taking no interest in its own affairs, only interfering when it is proposed to spend money upon wise precautions, taking no heed as to the manner in which its servants are performing their duties, so long shall we have periodical breakdowns and periodical outcries afterwards. If we refuse to be businesslike in our methods and to prepare beforehand for emergencies that may happen, then the emergencies are sure to throw us into confusion and to lead to rough-and-ready methods, which always cost far more and give us far less for our money than a sensible organised plan. This report is called a "whitewashing" report. What did the newspapers expect? A scapegoat, a victim for impeachment, a whipping-boy who could bear the lashes for the slackness and foolish over-confidence of us all? Looking at the facts as they are, no reasonable man can help agreeing with the Court of Enquiry that, everything considered, the Remount Department came out of its ordeal remarkably well.

What is said now is that the general Commission of Enquiry will report in the same way. Well, it might do worse, for there is much interesting and valuable information in this Remount Blue-book. But what we hope it will do is to point out clearly, in a forcible manner that will go home to us all, how we may avoid in future the mistakes we have committed in the past. Whether we shall profit by the lesson is another question altogether. We ought to be able to see already that, if we had had capable men in all departments, and if we had insisted upon their drawing up a system for the various branches of Government to work on, we should have been ready for war when war was declared against us. "Miscalculation on the part of everybody concerned" might be the Commission's verdict upon the muddle of the early months of the South African struggle. But that is over and done with. What we want now is to do better next time.

"MEDALLIST."—You should consult "Dress Regulations for the Army." There you will find that nearest the buttons of the tunic come English decorations, then English medals, and after them foreign decorations and foreign medals. The Coronation medal is similar to the Jubilee medal given by Queen Victoria. The place of the latter is after English decorations. Naturally, therefore, the Coronation medal will come immediately after decorations, and before any service medals. Look at any man who has won the V.C., and you will see the precious bronze cross nearest the buttons, with the war medals following in the order won. Hence it follows that your Coronation medal comes nearest the buttons, and then the South African medal which you have won. I should not advise you to use any kind of metal polish or powder to clean a bronze medal, but to keep it clean by rubbing with a soft dry cloth.

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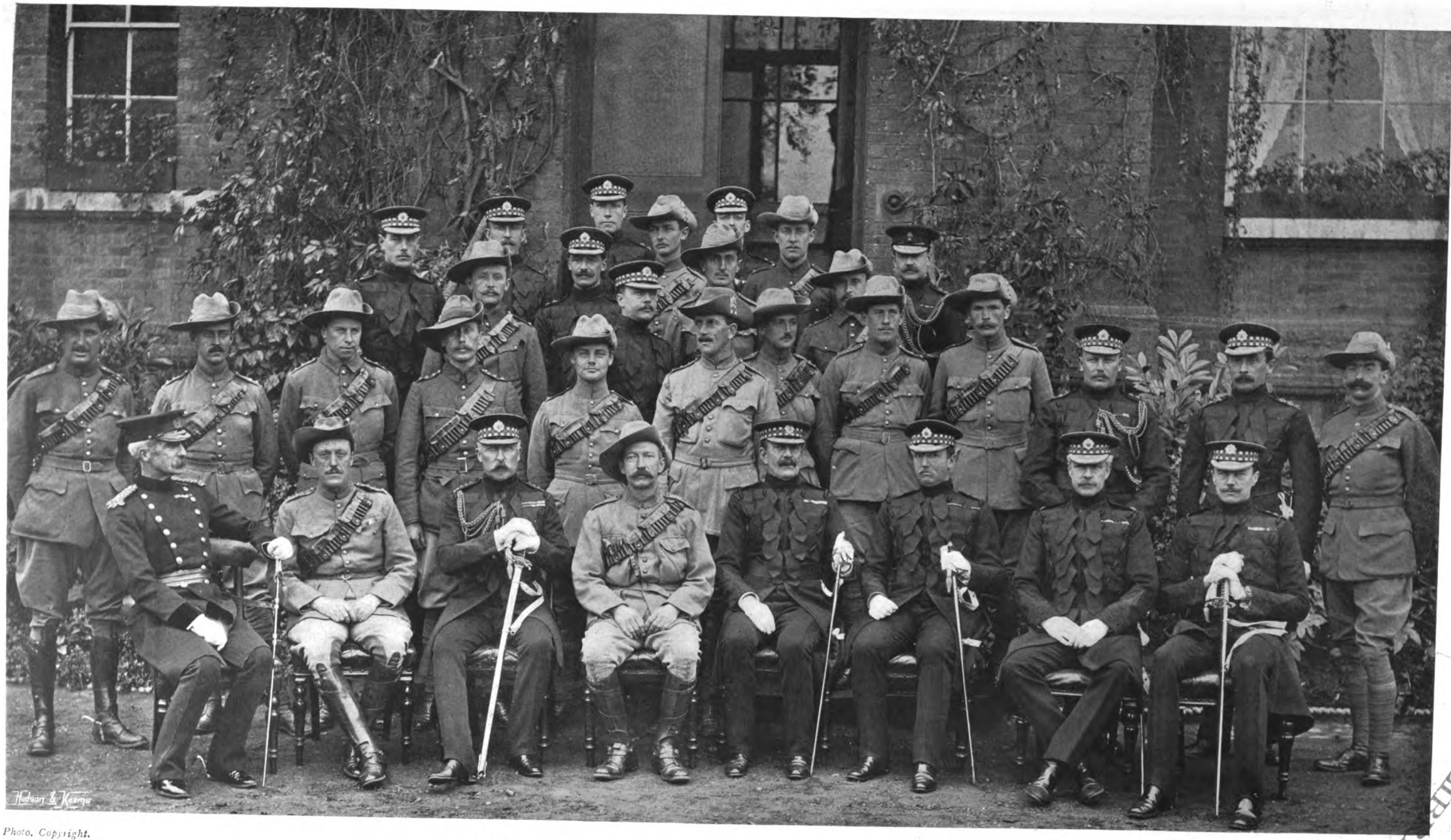
"TE DUCE VINCIMUS."



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THE OFFICERS OF THE 1ST BATTALION SCOTS GUARDS.

From a Photograph taken after the inspection of the detachment recently returned from South Africa.

Reading from left to right the names are—Front row: Major-Gen. Sir H. Trotter, Capt. R. G. Bolton, H.R.H. the Duke of Connaught (Colonel of the regiment), Lieut.-Col. Hon. C. Harbord, Col. H. Fludyer (commanding), Col. W. P. Pulteney, Major F. J. Heyworth, and Capt. Hon. W. Hore Ruthven. Second row: Lieut. and Adjt. T. H. R. Bulkeley, Lieut. M. O. Roberts, Lieut. Lord A. G. Falconer, Capt. G. J. M. Bagot-Chester, Lieut. G. C. D. Gordon, Capt. W. S. Gosling, Lieut. B. H. S. Romilly, Lieut. A. A. L. Stephen, Lieut. J. H. Cuthbert, Capt. W. F. Lascelles, Capt. J. S. Thorpe, and Lieut. B. G. Van De Weyer. The remaining officers—reading from left to right are: Lieut. Hon. J. Dalrymple, Second Lieut. W. J. Wickham, Lieut. N. A. McNeill, Lieut. W. H. Ingilby, Lieut. C. Alexander, Lieut. the Earl of Granard, Lieut. Hon. S. M. Massey, Lieut. J. B. L. Deane, Lieut. R. G. Stracey, Lieut. Hon. J. S. Coke, Lieut. Hon. G. McDonald, and Capt. G. F. Molyneux-Montgomerie (Grenadier Guards).

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A SOUVENIR OF TRAFALGAR.

THIS portrait of Emma Hamilton must be received with a prudent measure of reserve. It is obviously a fancy picture, and bears too close a resemblance to the classic type of beauty which was then considered orthodox by painters to be accepted as a probable close likeness. That it represents what she was when she fell on Nelson's neck in Naples Bay after his return from the Nile is not to be believed for a moment. She was then beginning to be very stout, and before long she had become undeniably fat. Her obesity was the subject of brutal caricatures at the time when Nelson sailed to the Baltic, and it increased with years. We cannot even be quite sure that we possess any trustworthy portrait of this woman, who not only fascinated Nelson, which, considering how easily he was influenced by women, is perhaps not wonderful, but who completely bewitched an old *dilettante* and man of world of the experience of Sir W. Hamilton. Romney, who painted her repeatedly, looked upon her as a model, and was himself in love with her. The caricaturists are not to be trusted for obvious reasons.

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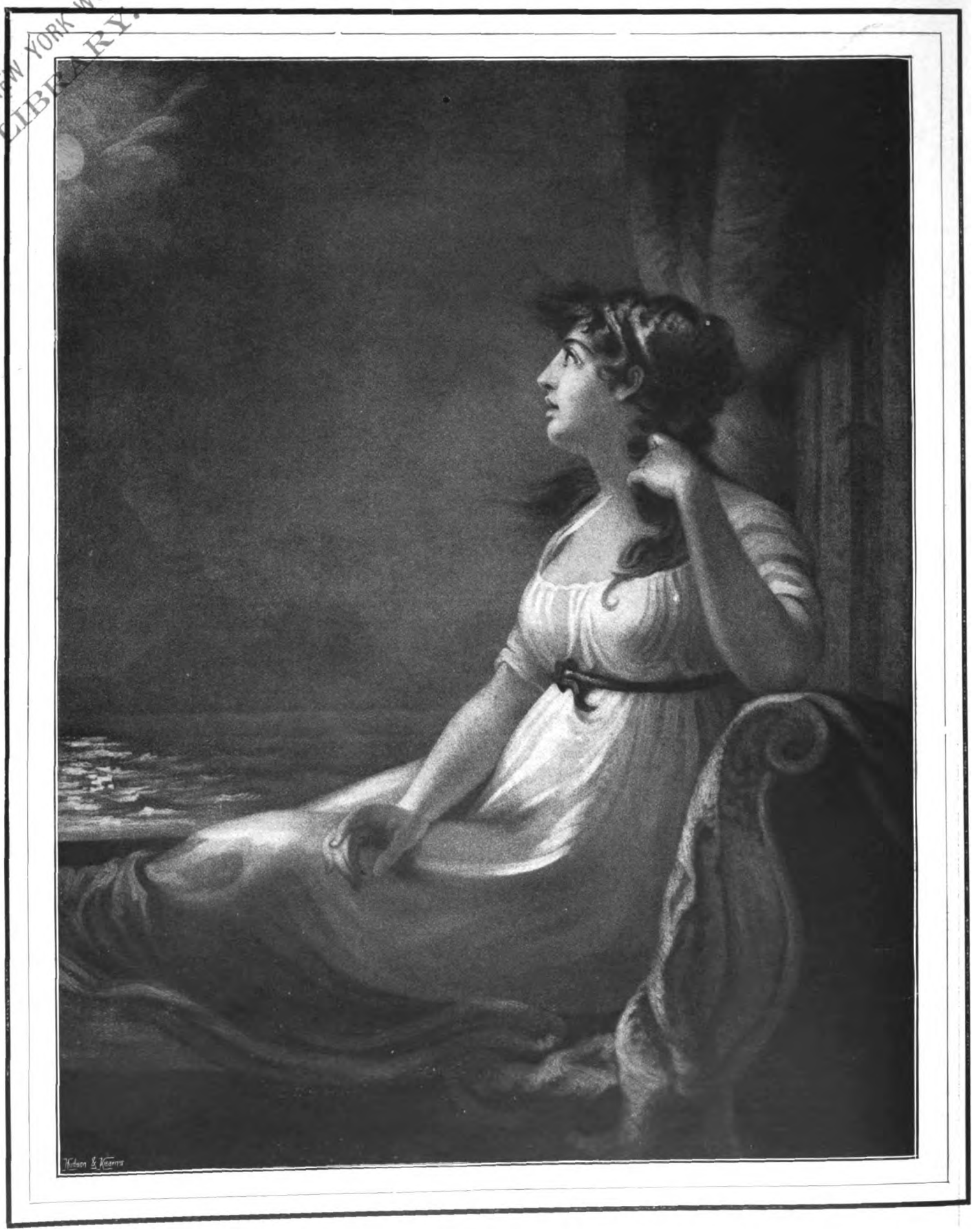

LADY HAMILTON.

Familiar as the public are with the Romney and other portraits of Lady Emma Hamilton—several reproductions of which have been aforetime published in NAVY AND ARMY ILLUSTRATED—it may be confidently expected that undiminished interest will be attached to the publication of this rare picture in connection with the Trafalgar anniversary.

From an Engraving by W. Say, after J. J. Masquerier, in the possession of Mr. Pollard, 11, Spur Street, W.C.

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WAR TROPHIES AT CHELSEA.

II.

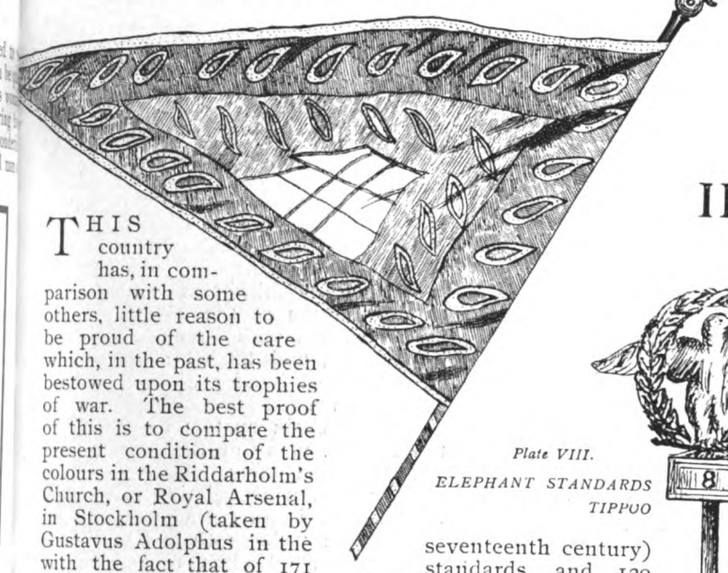

Plate VIII.
ELEPHANT STANDARDS TIPPOO

Plate IX.
OF HYDER ALI AND SAHIB.

THIS country has, in comparison with some others, little reason to be proud of the care which, in the past, has been bestowed upon its trophies of war. The best proof of this is to compare the present condition of the colours in the Riddarholm's Church, or Royal Arsenal, in Stockholm (taken by Gustavus Adolphus in the seventeenth century) with the fact that of 171 standards and 129 colours taken at Blenheim, and eighty-nine at Ramillies, deposited with pomp before Queen Anne in Westminster Hall, and the Guildhall, and finally in St. Paul's Cathedral, nothing except three or four bare poles remained in the year 1835.

Sydney Smith, then Canon of St. Paul's, writes in that year to Sir Herbert Taylor: "As damp destroys cloth, and religion has little to do with war, the worst depository for flags of triumph is a church. Accordingly the trophies of the Duke of Marlborough's wars were, in the great repairs of St. Paul's in 1820, found to have utterly perished—not a rag remained. The staffs were taken down, and have, I fear, been irrevocably squandered."

The damp of churches hardly accounts for this satisfactorily, though they were not heated formerly as they are now. In all nations and times it has been the ancient custom to entrust these trophies to religious keeping, as the acknowledgment of man that victory rests with a higher power, and the flags in the chapel at Chelsea (exposed less constantly to draughts and other causes of disintegration) are in better preservation than those in the hall. The cause of the untimely disappearance of so many of our trophies is chiefly, I think, the general nature of the climate, and the fact that when borne to their last resting-places they have in England been usually left entirely untended, or, worse still, roughly dusted and cleaned by ignorant, instead of qualified and responsible, hands.

But, however this may be, there are ample signs that great interest is now taken in their preservation—witness the restoration of the colours in the Royal United Service Institution, under the supervision of Lieutenant-Colonel Holden. At Chelsea also—though too late to save much that had perished—a great deal has been done to stay the hand of Time.

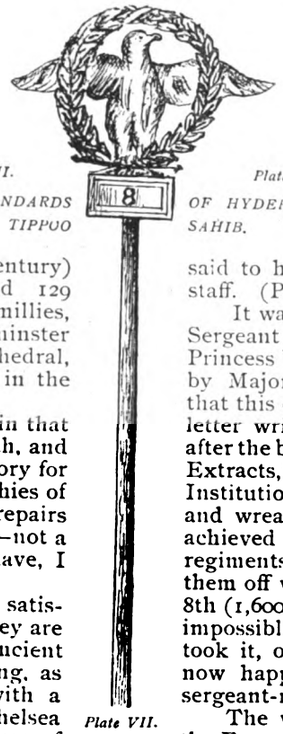

Plate VII.
THE BAROSSA EAGLE.

When the late Sir Donald Stewart was Governor at the Hospital (with Major-General C. W. Robinson, C.B., as lieutenant-governor and secretary) the standards and colours there were carefully looked to, with a view to preserving their perishing fragments as far as practicable from decay.

The greater number were then repaired, by sewing them with silk on to net, much after the Swedish system. This work, in which the late Major Gray, adjutant of the Hospital, took much interest, was carried out by needlewomen who, under Lieutenant-Colonel Holden's supervision, had successfully repaired the colours at the Royal United Service Institution. It occupied over a year.

THE BAROSSA EAGLE.

Much interest is attached to the Barossa eagle, the staff of which only is in the chapel. It, unlike the other eagles, had a wreath around its neck, and is said to have been nailed, not screwed, as they are, to its staff. (Plate VII.)

It was taken at the battle of Barossa, March 5, 1811, by Sergeant Masterson, 87th Regiment (now the 1st Battalion Princess Victoria's Royal Irish Fusiliers), then commanded by Major (afterwards Viscount) Gough. The assertion that this eagle was nailed to its staff is corroborated by a letter written from the field on March 7, 1811 (two days after the battle), by "T. D.," and which appears in "Military Extracts," Vol. I., page 264, in the Royal United Service Institution. The writer says: "We took the two howitzers and wreathed eagle in the charge, a glory never before achieved by any regiment in the world. All the other regiments had their eagles screwed on, in order to take them off when hard pushed, but Buonaparte ordered the 8th (1,600 Grenadiers) to nail theirs on, as he said it was impossible to take it; but, thank God, a Roscommon man took it, one of my Volunteers, Masterson. . . . I am now happy to say I saw him promoted to the rank of sergeant-major on the field of battle."

The wreath around this eagle's neck was granted by the Emperor to the 8th French Regiment, from which it was taken, to mark some act of gallantry, performed, it is said, at Talavera. Its capture is commemorated by the badge of an eagle with wreath of laurel granted to the 87th Regiment and also by an eagle on the arms of Lord Gough. Sergeant Masterson afterwards received a commission.

Unfortunately, what has been said as to its having been nailed to its staff, cannot now be verified by referring to it, this eagle having been severed from its staff and stolen from the Hospital on April 16, 1852, and been replaced, as a brass plate beneath the staff tells us, by a *fac-simile*. All efforts to discover it, or who purloined it, have been in vain. Imitations and models of it exist, but the real eagle has not been found.

This theft and the recent one of the Nelson relics at Greenwich show the necessity there is to carefully guard these national possessions. The trouble and expense involved in this is occasionally a temptation to risk their security, but once lost, money cannot replace them.

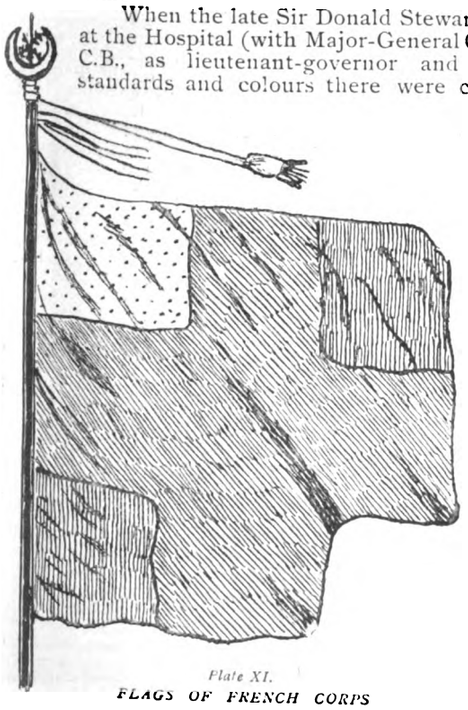

Plate XI.
FLAGS OF FRENCH CORPS

TROPHIES FROM SERINGAPATAM.

Within the chancel rails are two very large elephant standards, which were borne in state upon elephants before the Sultans of Mysore, Hyder Ali and his son Tippoo Sahib, and were, it is said, taken at Seringapatam in 1799. (Plates VIII. and IX.) Their spear-heads of silver-gilt

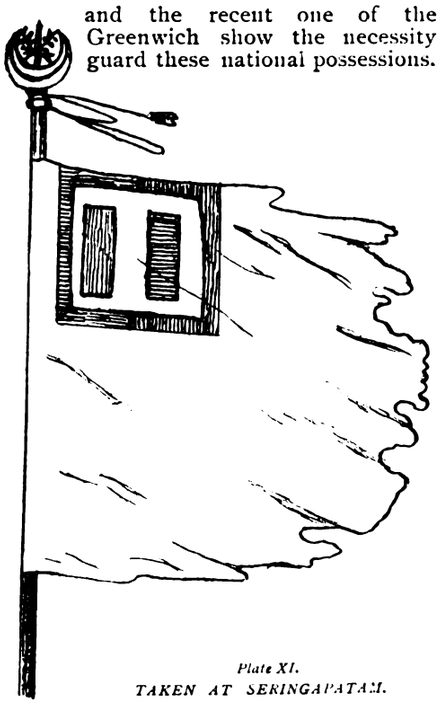

Plate XI.
TAKEN AT SERINGAPATAM.

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are handsome and curious, having on them inscriptions from the Koran: "The Battle Array. There is no God but God. Mohammed is the Prophet of God, Victory from God, and a speedy victory," etc. Their workmanship and the character of the lettering point to their having been executed by a European—probably a Frenchman—in Tippoo's service, a date on them being written as a European, not Oriental, would inscribe it.

Looking at these trophies brings forcibly to mind the storming of Seringapatam, the death of Tippoo, and Lady Baird's exclamation, when she heard, on one occasion, that her son (afterwards Sir David Baird) had fallen into the hands of Hyder Ali, and been fastened to another prisoner: "I pity the chiel that's chained to our Davie."

These large standards (one of which is 13-ft. by 11½-ft., the other 12-ft. by 9-ft. next the pole) are made of cotton, with gold ornaments, and the spear-heads of silver gilt measure 1-ft. The innermost part of the design (Plate VIII.) consists of pink bars on a white ground, then ornaments on a pink ground, and similar ornaments outside it on a light green ground, the whole edged with a yellow border. The staff is of yellow and green stripes alternately. The centre triangle of Plate IX. consists of a gold star and ornaments on a dark blue ground, surrounded by similar ornaments on a light blue ground, and both inner and outer parts edged with a yellow border. There is also a standard of Tippoo Sahib's at Windsor, and it was shown as such to the King of the French when he visited Windsor in October, 1844.

There are also two flags of sunflower device outside the chancel (Plate X.), stated to have been pendants, which were fixed to the front and rear of the howdah of the State elephant of the Sultans Hyder Ali and Tippoo Sahib. Their design consists of yellow stars and ornaments on a crimson ground and gold fringe. There are two colours in the chapel, also taken at Seringapatam, with delicately-formed silver spear-heads in the shape of a crescent, inside of which are a sword and sprigs of laurel (Plate XI.), but being French tricolours, the combination of the Mahomedan crescent and the tricolour is exceptional.

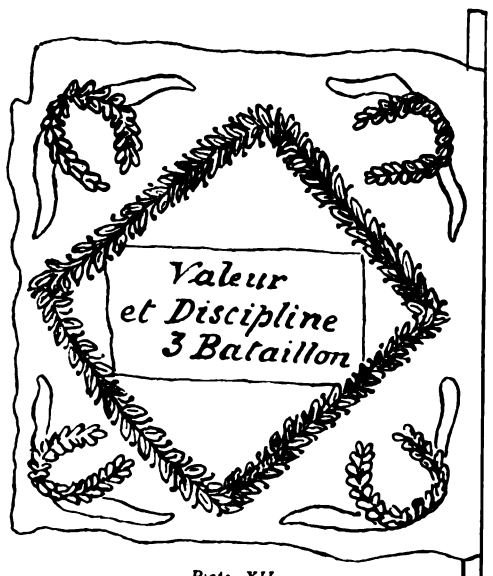

Plate XII.
FLAG OF A PRUSSIAN REGIMENT IN THE FRENCH SERVICE.

These flags were evidently companions, as both have silver crescents, with the same ornaments; only a portion of one is missing.

Tippoo Sahib sent ambassadors to the French at the Mauritius, and they returned with French flags from that island, and landed at Mangalore (called Korial Bunder when Hyder Ali possessed it).

When Seringapatam was taken by the British, many of the French force were taken prisoners.

The following, relating to the flags then taken, is an extract from an old newspaper: "The 10th and 51st Regiments were under arms at Madras to receive the standard of the late Tippoo Sultan (only one standard is mentioned), taken on the 4th May, 1799, in the Fort at Seringapatam, and also the colours of the French Republic, taken on the same day from the French Corps in the service of that Prince. Lieutenant Harris carried Tippoo's standard, and Majors Beatson and Allen the colours of the French Republic."

Interesting colours, and in very fair preservation, are those of a Prussian regiment in the French Service (hanging in the chapel), said to have been taken in Spain, and having on them the inscription "L'Empereur des Français au Regiment Prussien" (Plate XII.) on the reverse side.

(To be continued.)

NOTES & QUERIES AFLOAT & ASHORE.

"INTERESTED."—The North-West Police of Canada are not recruited in this country. Applications to join the force must be made personally at the headquarters, Regina. Applicants must be between the ages of 22 and 40, active, able-bodied men of thoroughly sound constitution, and must produce certificates of exemplary character. Married men are not engaged. The minimum height is 5-ft. 8-in., the minimum chest measurement 35-in., and the maximum weight 175-lb. No travelling expenses are allowed to applicants. They must be able to read or write either the French or English language, must understand the care of horses, and be able to ride well. The term of engagement is five years. With regard to the South African Constabulary, applications for particulars should be made to the Staff Officer, South African Constabulary, King's Court, Broadway, Westminster. For particulars of the Cape Mounted Rifles and Cape Mounted Police you should apply to the Agent-General for Cape Colony, 112, Victoria Street, S.W. The two latter forces are mostly well supplied with men on the spot, and recruiting in London is not always possible.

* * * *

"TRANSFER."—An officer in the Navy cannot be transferred into the Army. If he wishes to join the Army he must resign his commission in the Navy and pass into the Army like any other candidate. The objections to the free transfer are too obvious to need discussion. Where will you stop if once such a system is allowed? Of course there are examples of distinguished officers in the Army who began life in the Navy, but they had to leave one Service and pass into the other. Sir Evelyn Wood began his career in the Navy, and so, too, did Lord William Seymour, the new Lieutenant of the Tower. It seems to me a pity that a man who has reached the rank of sub-lieutenant in the Navy should wish to be transferred into the Army. The average time spent in reaching the rank of sub-lieutenant is about six years, and these years seem to me to be wasted if a man throws up the Navy at the end of them.

* * * *

"D. T. B."—1. The Royal Artillery gained the greatest number of Victoria Crosses in the late war, viz., eight. It is impossible to say which regiment has gained the most clasps. 2. Where all have done so well, it would be quite invidious to put one regiment before all the others, and you will find that no such distinction will be made. Of course by the fortune of war some regiments have had more opportunities of earning renown than others, but it must be remembered that the less showy work on lines of communication and in blockhouses has been just as useful in bringing the war to an end as the actual work on the battle-field.

* * * *

"G. M." (Dublin). — The Admiralty has not as yet adopted Marconi's system of syntonic wireless telegraphy. It does not appear that at present he is prepared to put his latest invention forward commercially; or, at all events, he is not sufficiently advanced in the working of it to submit it to an exhaustive series of trials. No doubt directly the system is proved possible it will be adopted for the Navy, as its advantages are so enormous over the present system, which is open to all. The Germans use Professor Slaby's system, which differs in some important technical details from Marconi's. The German Squadron which was lately manœuvring off the West Coast of Ireland was fitted with it, and my correspondents in the Channel Squadron inform me that our signalmen had no difficulty in receiving and deciphering the messages passing between the German ships, even when fifty or sixty miles away. They used the commercial Morse code, and with the aid of a dictionary and a very moderate knowledge of German most of the messages were rendered intelligible. THE EDITOR.

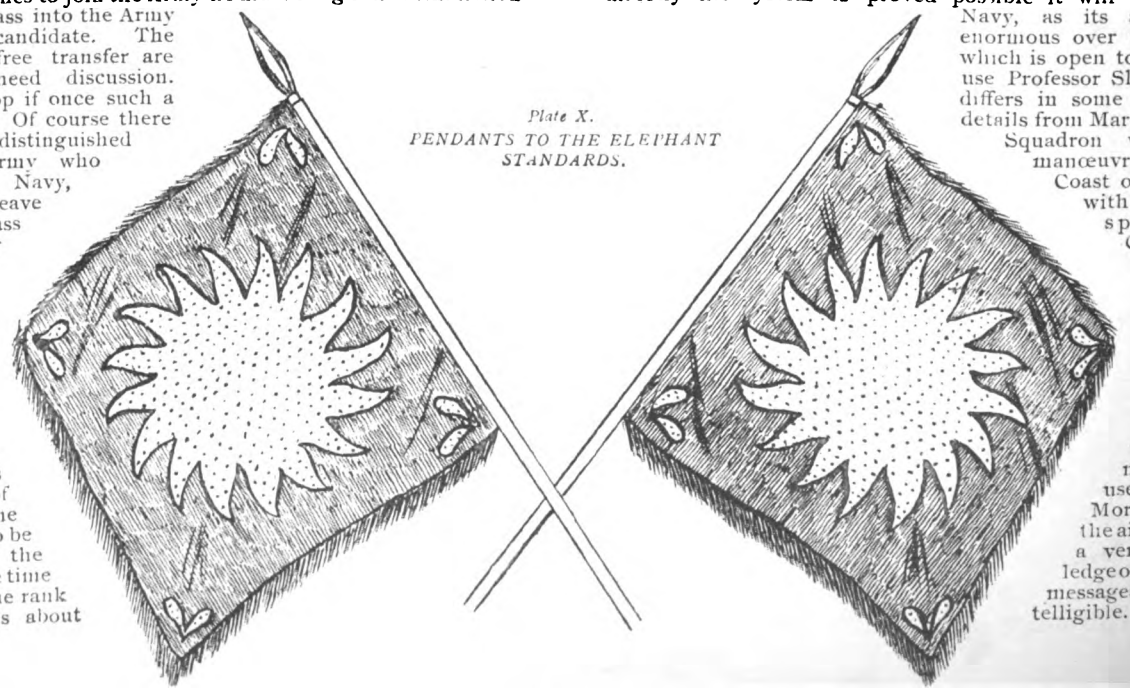

Plate X.
PENDANTS TO THE ELEPHANT STANDARDS.

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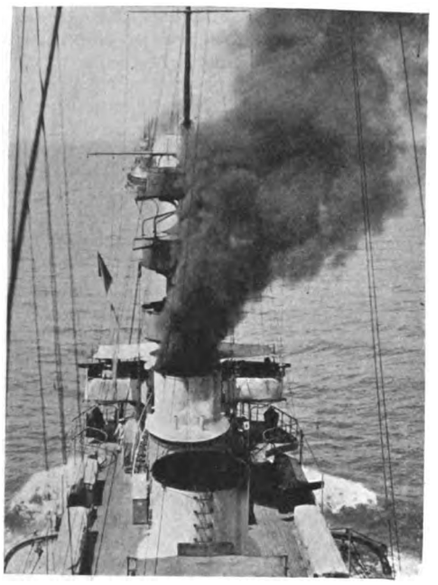
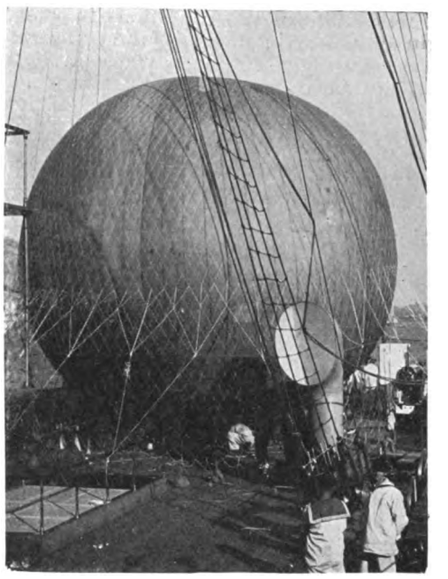


FROM THE FIGHTING-TOP.

THE SEA-POWER OF THE NATIONS.

A Record of Policy and Progress from Week to Week.

By JOHN LEYLAND.



PREPARING FOR AN ASCENT.

THE time is perhaps not far distant when that important announcement will be made which was promised a little time since by Lord Selborne in relation chiefly to the reorganisation and training of the commissioned ranks of the Navy. We know that grave deliberation has taken place, and that the Admiralty is very mindful of the necessity of making far-reaching changes. They will be made, we are assured, not as the result of popular clamour, but as the outcome of much hard thinking. They have to do with essential matters in the very difficult question of promotion to the flag list, with the training of officers and men of the Navy and its reserve, and with most complex problems relating to the entry, training, and mutual relations of the officers of the various branches of the Service. These are very big questions, allied and dovetailing into one another, and if, as Lord Selborne said, we should learn, as we are almost certain to learn, that the Admiralty has decided to make great changes, these will be the result of careful and prolonged study, and not of a decision excited by irresponsible bodies or noisy individuals. It is, of course, no difficult matter for anyone to prove that the present system of Naval education, training, and organisation is contrary to what we should wish, or that the whole system has been dealt with in a piecemeal fashion, and is full of anomalies. The difficulty is to find the right remedy for admitted evils. Lord Charles Beresford, a little time ago, went rather far when he told the Institute of Marine Engineers that the shortage in the engineering department, truly a serious state of affairs, afforded proof that the administration itself was "rotten."

It would be more encouraging, and perhaps more reasonable, to hold that the Admiralty, having put on foot such searching enquiry, and having foreshadowed changes of great importance, has its mind set upon organising a sound system, and will carry the thing through. Many and complex as are the great questions before it, none can be so difficult as those which touch the mutual relations of the branches of the Service, and particularly of the executives and the engineers. That shortage to which Lord Beresford referred is involved in this very question. I have already more than once drawn attention in this place to the far larger proportion of officers and men on board ship occupied in the direction and control of machinery than was formerly the case, and yet, conspicuously, the number is inadequate, and the engineering branch, as now constituted, suffers from the shortage referred to.

The increasing complication of war-ships, their larger sub-division, and the growing power and multiplication of their propelling and auxiliary machinery, make very great demands upon officers and men, and there is reason to believe that the question is now to be dealt with. The highest officials of the Admiralty Board are credited with favouring an amalgamation of the executive and engineering branches, partial or complete, upon some plan to be disclosed, which should remove the evil, and must necessarily have relation to the arrangements for training. Such a profound reorganisation cannot be copied from that attempted by the Americans. There can be no possibility of setting up dual control, or of placing an engineer officer upon the bridge instead of an executive officer, whose life training has been in the handling of ships. It must still be our aim to possess engineers whose highest aspiration shall be to attain eminence in their special work, just as we must ever possess officers eminently skilled in the direction of ships and squadrons in that work for which they are built and constituted. It must still be the work of the engineer to produce the power required for the propulsion and working of the ship, but he must have an adequate staff, which is not now always available, nor can be available, under the present system. The executive may become an engineer, and the engineer an executive, but there must be some limitation of functions and duties—in a word, the specialism which is the distinguishing mark of all scientific and professional work at the present time.

It is not surprising that the proposal to amalgamate the branches should arouse many prejudices. A great difficulty in the way comes from the traditions of the past, and confronts the reformer at every step, leaving him in doubt whether the solution can ever be found. An examination of earlier conditions may, however, serve to disarm prejudice, and to enable a fair judgment to be arrived at touching this important matter. The engineering branch is not yet fully emancipated from those conditions which attended its birth, but it deserves to be particularly noted that it is now somewhat in the same relative position as the navigating and seamanship branch was in the very early times of the Fleet. The fighting ship of mediæval times differed in no important respect from any other vessel. It was navigated by seamen under a "patron" or master, and men-at-arms, cross-bowmen, and spearmen were embarked for the fighting work. It was the seaman's business to place his vessel where the officer in command ordered it to be placed, and he had no fighting function. During the fifteenth century, however, when ships began to carry guns, and thus became themselves tactical fighting engines, and not mere vehicles for carrying soldiers into action, the status of the navigating personnel improved. By the middle of the sixteenth century the seamen outnumbered the soldiers by nearly three to one, and before its close the soldier on board ship had given place to the fighting seaman altogether.

Thus was evolved the permanent and single corps of officers and men who served and fought the ships in all the great wars, with little specialism among themselves. With the advent of the engineer, however, a new branch came in, growing automatically in importance, and answering in a general way to the seaman class under the master in the ships of the mediæval Navy. At least there was this resemblance—that the work of the engineers was, and still is, to produce the power for the propulsion and other necessities of the ship, just as the old seaman carried his ship forward under sail, and that a large part of the internal duties was, and is, discharged by the engineering personnel. The engineer has no more to do than had the early seaman with the manner in which the ships shall be used in regard to disposition or employment of force, or the handling of ships or squadrons strategically or tactically in action.

But, just as the development in the art of ship-building in the fifteenth century broke down the barriers between the fighting men and the mariners, and led to an amalgamation of branches, practically completed in the century that followed, so now we are invited, owing to other advances and conditions, to witness a new amalgamation. The traditions of a past, not yet sufficiently remote, stand in the way, but a little further enquiry into history seems to show that no hard and fast lines can or should be drawn between the two great branches

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of the Service. It is for the Admiralty to find out the way, to organise the training, to apportion the duties, and to lay down the time or the conditions in which specialism shall begin and be maintained. Quite certain it is, as I have said, that we must have engineers whose highest ambition it is to excel in their own branch of the Service. Not less essential must be the formation of a corps of officers and a school of admirals perfectly efficient in all that concerns the handling of ships and squadrons. Never, perhaps, was there any question so difficult as the right organisation of a ship's company for its varied duties. That appears to be the problem which the Admiralty is engaged in an attempt to solve. If its members regard the teachings of history, they may see that the two great personal elements in the ship are not necessarily divided by any great barrier, and then some system of partial or special amalgamation may be within reach.

A SAILOR'S GRAVE.

WE were enabled last week to give a couple of pictures of the funeral of the late Rear-Admiral Burges Watson, but in the space at our disposal it was not possible to do justice to the deceased officer's talents, both as an organiser and as a commander. It was no fault of his that he had never been employed on active service. His work had not lain in the paths of war; but "peace hath her victories not less renowned than war," and the services the late Admiral had rendered to the Navy have been of incalculable value.

It was sad that his death should have supervened so nearly to the date of his birth, and when he had been so short a time in command of the "Ramillies," as second to Admiral Domvile. He entered the Navy in 1860, or forty-two years ago, and reached Rear-Admiral's rank in 1899. On gaining his sub-lieutenancy in 1866 he was immediately, owing to a death vacancy, promoted to lieutenant's rank. During the years 1898-99 he served the late Queen Victoria as Naval A.D.C., having just previously held the post of Superintendent of Pembroke Dockyard. Until he succeeded Lord Charles Beresford in February last as second in command of the Mediterranean Squadron he was Superintendent of Malta Dockyard, a position in which he was brought into contact with many of the most prominent citizens of Malta. Of the many friends he had made, ample evidence was afforded when the news of his death came. In all parts were signs of mourning, but they were most noticeable in Senglea and Vittoriosa, with which parts the late Admiral had naturally had most dealings.

His death occurred with tragic suddenness, as all now know, and Mrs. Watson has received many tokens of sympathy, among them a gracious message from the King.

The accompanying picture of the grave is ample evidence of the esteem in which the deceased Admiral was held among his brother officers; wreaths heaped high cover the last traces of the newly-turned soil, and form an impressive spectacle for the eye of even the most casual observer.

The old Naval cemetry at Bighi has seen many impressive funerals, but at none of them assuredly has the grief been so heartfelt, the sympathy so sincere, as at that which took place so recently. There were many well-known Naval and Military officials present, all, or nearly all, personal friends of the deceased officer. Among others may be mentioned the pall-bearers, Major-General O'Callaghan, Rear-Admiral J. M. Hammett, Captain A. T. Stuart, Fleet-Paymaster F. C. Good and Fleet-Engineer G. W. Barrie, both of the "Ramillies"; Staff-Paymaster G. W. Whillier, the late Admiral's secretary; Surgeon F. A. Dalton, and Lieutenant M. J. G. Cay, the late Admiral's flag-lieutenant.

The service was conducted by the Rev. A. W. Plant, M.A., Chaplain of the Bighi Hospital, and the Rev. H. D. Wright, B.A., Chaplain of the "Ramillies." At the special request of the officers and men of the late Admiral's flag-ship the well-known hymn, "Peace, perfect peace," was sung to the accompaniment of the band of the "Ramillies," which had already accompanied the funeral *cortège*, playing some of the usual funereal music.

At sundown another sadly solemn function took place. The flag of the late Admiral was saluted with eleven guns, in accordance with Naval custom, the flag being subsequently struck down. During the ceremony the officers and men of the "Ramillies" were formed up, the "Last Post" was sounded, and the flag disappeared with the last note.

Among others who sent wreaths of natural and artificial flowers were the captains, officers, and men of the "St. George," "Sutlej," "Naiad," "Ramillies," "Speedy," "Canopus," "Formidable," "Goldfinch," "Vulcan," "Magnificent," "Bulwark," "Seal," "Crane," "Stag," "Bat," the officers of the Royal Malta Regiment, and many others, who did not attach their names.

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"REQUIESCAT IN PACE."

The last resting-place of the late Rear-Admiral Burges Watson, C.V.O.

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ROUND THE MILITARY CLUBS.

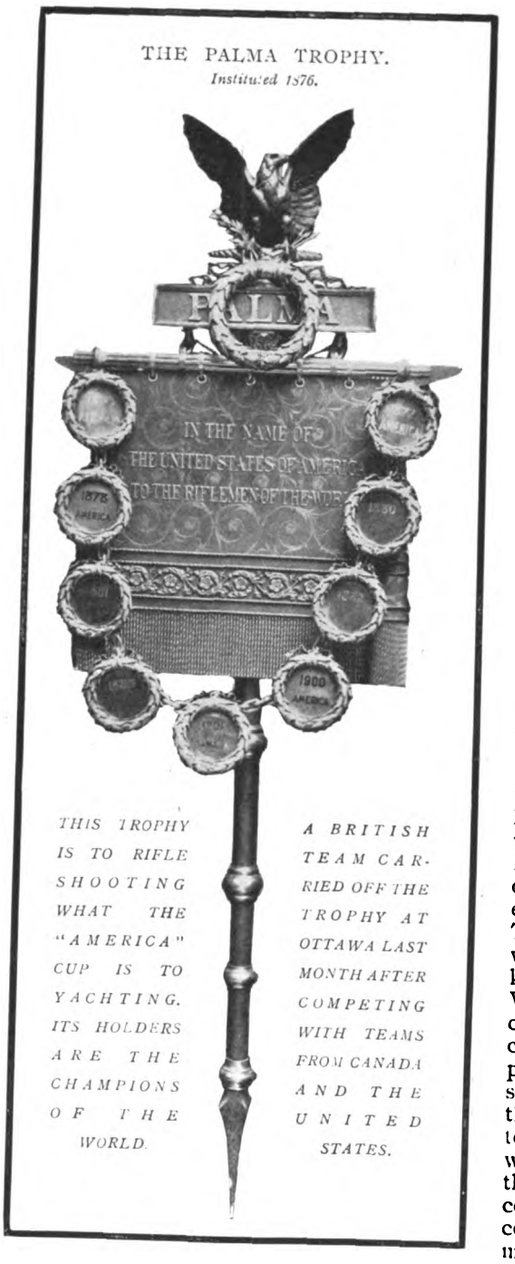
THE theme which I will take up this week will be the Imperial Yeomanry in Great Britain. This force, under Mr. Brodrick's new organisation scheme, is intended to make up the great deficiency in Cavalry. The idea of the present Imperial Yeomanry in its conception was a good one. There cannot be the faintest doubt about the expediency of making use of the most excellent material which the war had trained in South Africa. But to make a movement of this kind successful it is necessary to approach it from a practical standpoint. And unless something happens shortly, the new Imperial Yeomanry is doomed to die the usual starvation death. The possibilities for such a force are immense, and at the present moment at their best, if an adequate and sensible scheme were devised to meet the peculiar class of men who enlist in irregular mounted corps; but the sensible scheme does not exist—*hinc illæ lachrymæ*. I met at dinner the other night a very distinguished member of the Headquarters Staff, and I discussed the question with him. His remarks appalled me, and are so pertinent to the subject in hand that I will give his last amazing assertion. "Who," I said, "is responsible for these tactless regulations? They have been drawn up without consulting the class to which they refer, and without regard to the opportunities which that class has of complying with them." "That I can readily understand," came the astounding answer, "since we don't know how these regulations came about. Our advice was never asked!"

I wish more especially to refer this week to the new regiments which have been raised in the London County, and with the Surrey and Middlesex Yeomanry are to supply the mounted arm for one of the new Army Corps. We have done as much in the NAVY AND ARMY ILLUSTRATED as within our power lies to advance the interests of all the Yeomanry Corps. That which is upon the surface we have readily brought to light; now we will try to search beneath the handsome skin and find the canker which, unless operated upon, must shortly cause the leopard to change his spots. To begin with the men. The Government expects every Yeoman to do eighteen days' training in camp every year, and to make himself efficient in musketry. If he does this the Government is prepared to pay a certain capitation grant, to supply the Yeoman with arms and ammunition, and to mount him at his training. Over and above this it will pay him five shillings a day when he is called up or in training, and if he provides his own horse at a training, will give him £5. Now all this sounds very plausible and reasonable. But will it stand a close examination? It is intended to draw upon, for the Imperial Yeoman, that intelligent class in London which supplies superior clerks to big commercial businesses, those in Government employ, and the various student institutions which exist. There are no Yeomen in the true sense of the word to be found in the metropolis; they are purely the product of rural districts. Now, to begin with, the metropolitan substitute has not the means to spend upon practical mounted training; and a man who only mounts a horse for two weeks in the year is of no value as a mounted soldier. Yet the Government has made no arrangements by which these Yeomen can gain access to Government horses except for their annual training. The men are paid five shillings a day when engaged in their training. How much do they see of this five shillings?—it is a simple catch-penny. Government supplies no rations to them. The contractor will not do so at a place like Salisbury Plain under three and sixpence a day. This leaves the man one and sixpence a day with which to provide himself with luxuries, saddle paste, blacking, to say nothing of an annual subscription to the corps. So much for the training. It is just possible that a careful Yeoman can make both ends meet at his training, but outside this his expenses grow apace. I find that in the majority of the London corps it has taken the men an average of £1 to qualify in musketry. Government provides no ranges for them, and does not even let them travel on warrant when they go to shoot. Now men will not enlist to lose money, and if they lose money will not remain in these corps. Neither is it possible to run corps upon private subscription. The whole scheme as it stands at present is rotten. We have five or six Yeomanry Corps without horses, which are struggling to exist as corps, and which it is costly for the desired class of recruit to join. How long will they last? Unless some very big changes are made, not long.

Let us put forward some suggestions. First, the Government must keep a certain number of horses in the vicinity of London, to which the Imperial Yeomanry can have access, otherwise there will be no training done except during the obligatory period. This in itself is absurd. It would be a wise policy if the Government was to keep—say at Wormwood Scrubbs, or Wimbledon, or anywhere within reach—one hundred horses for each London corps. Then each squadron would possibly be able to do at least two squadron drills a month. Apart from the fact that it would bring the men up to the necessary state of efficiency, which the present system never can, they would like it, and recruits would come in in a manner altogether unprecedented. It is absurd to pay a suitable man five shillings a day and then deduct three and sixpence for his food. This is being penny wise but pound foolish. And, of course, whenever a Yeoman travels on duty in uniform, whether it be to shoot at a range or to attend a drill, he should travel at the public expense.

As far as the officers are concerned, the treatment is worse than ridiculous. We can only hope to recruit officers from the class of men who hold either lucrative appointments or professional men. These men, though willing to give up a fortnight every year and a considerable number of their incidental holidays, cannot possibly comply with the terms which require that each Yeomanry officer shall do a two months' course with a British cavalry regiment, or at the School for Instruction, before his second training. Business and salaried men cannot do this sort of thing, not on the score of expense, but by the very nature of their employment and profession. If this rule is to be stringently enforced, at the end of three years there will be very few officers in the Yeomanry. Now the whole Service is pushing along blindly, and unless some care is taken, the Imperial Yeomanry, as it is known in the new London County Corps, will die a natural death.

It is understood that the authorities have come to the conclusion that the force which was originally arranged as the garrison for South Africa will not be sufficient for the requirements of the new Colonies plus Cape Colony and Natal. We hear now that it is intended to maintain forty-five battalions of infantry in the South African Peninsula. We are drifting into strange water, and must come up against a shoal sooner or later. The sum which points to the breakers ahead is a very simple one. Here it is. Before the war, roughly we had seventy-five battalions abroad and seventy-five battalions at home. The home battalions fed their linked battalions abroad, and upon average recruiting years we were just able to keep the units on the foreign roster up to strength. Now we must examine the present situation, with South Africa and its addition of forty-five battalions to


THE PALMA TROPHY.
Instituted 1876.
PALMA
IN THE NAME OF
THE UNITED STATES OF AMERICA
TO THE RIFLEMEN OF THE WORLD
1876 AMERICA
1900 AMERICA
THIS TROPHY IS TO RIFLE SHOOTING WHAT THE "AMERICA" CUP IS TO YACHTING. ITS HOLDERS ARE THE CHAMPIONS OF THE WORLD.
A BRITISH TEAM CARRIED OFF THE TROPHY AT OTTAWA LAST MONTH AFTER COMPETING WITH TEAMS FROM CANADA AND THE UNITED STATES.

What Soldiers are Thinking, Saying, and Doing.

By RANGE-FINDER.

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the foreign roster. Instead of seventy-five battalions feeding seventy-five, thirty will have to feed 120. The thing can't be done. The recruiting returns of the present year have conclusively proved that it will be impossible to raise new battalions. In fact, several of the new battalions raised recently have had to be disbanded. Of course, Government will attempt to temporise. It is going to bring in again the Reservists who cannot find employment. This is simply tinkering, throwing out an anchor which every soldier knows cannot hold, but sooner or later will let the ship continue upon its road to destruction. At the present moment the Guards cannot fill up. When the Guards cannot recruit, the rest of the Army is sure to be in a bad way. The subject has really now become one of the gravest import, and no thinking soldier can see a way out of it other than the ballot-box. Increased pay has failed.

THE RETURN OF THE 3rd CHESHIRES.

THE 3rd Militia Battalion Cheshire Regiment, who so patriotically volunteered to go on active service in the early part of the year, arrived home again, after a slow but fairly comfortable voyage in the "Harlech Castle," at the beginning of the month, and were accorded a right royal welcome from the inhabitants and the Mayor, Mr. James G. Frost. The "Harlech Castle," with these men on board, left Cape Town on September 12 last, and was favoured with fine weather during the greater part of the voyage, although for a couple of days after she left Cape Town a strong breeze, it might be termed a moderate gale, blew. With the cessation of this high wind fair weather was encountered right up till the time the boat entered the English Channel, this being rendered very choppy on account of variable winds, which somewhat impeded the vessel's progress. The men disembarked at 8.30 in the evening, and after the usual formalities entrained for Chester, which city was reached in the early hours of the next morning. The troops detrained at the General Station at Chester in what is termed the Great Western bay. In spite of the early hour of the arrival, about 6 a.m., and the fact that the atmosphere was cold and chilly, offering no encouragement to stand about, hundreds of friends and relatives had gathered outside the station to give the boys a warm welcome home. Lieutenant May (adjutant) and the depôt band were also at the station to greet the troops, after which they made their way to the Castle, the depôt band leading the way and playing a fine stirring march.

The relatives and friends who lined the route were full of enthusiasm for the boys who had so well upheld the honour and reputation of the county, and Inspector Wynne, who was in charge of a number of city police, had plenty to do in gently but firmly preventing them making a demonstration and thereby causing a block in the procession.

On their arrival at the Castle the men were received by Colonel Ommanney, and then marched to the barracks, where they partook of a very substantial and welcome breakfast, which had been kindly and thoughtfully provided by the Mayor. A couple of hours or so later the men were again paraded in the Castle Square in order to receive the medals which they so well deserve. The returned troops number about 460, including sixteen officers, and looked a very smart and soldierly set of men as they stood there in perfect alignment, while a group of representative citizens, including the Mayor, Sir Horatio Lloyd, Recorder, and other well-known people of the town, stood near.

Major-General Hallam Parr, C.B., C.M.G., the G.O.C., arrived a short time after, and with him came his A.D.C., Lieutenant Waiwyn, and Major Oxley, D.A.A.G. A large number of other officers were also present.

Major-General Hallam Parr, in welcoming the men home again, said that they had not had much luck in the fighting, but reminded them that active service entails other hardships to be endured besides fighting, but which at the same time calls forth just as much, and indeed is sometimes a greater test of discipline and endurance.

The distribution of the medals was carried out in a very short time by Major-General Parr, the officers of the battalion having the honour of receiving theirs first, and with each of them the G.O.C. heartily shook hands, congratulating them on the manner in which they had executed their work and on their safe return. The names of these officers are: Colonel A. Hill, commanding, Lieutenant-Colonel L. Jones, Major C. P. Lees, Major R. J. Cooke, Captains J. R. Hennessey, F. E. Christian, W. C. Earle, C. H. Toler, and J. Dundas, Lieutenants A. T. Sheringham, R. D. Apthorp, J. D. Penrose, P. J. Mottram, T. M. Broadbent, and J. R. Brooks, and Quartermaster T. Dutton.

Colonel A. Hill expressed the extreme gratification that was felt by all ranks at receiving their medals from the G.O.C.'s hands, and said that they esteemed it an honour for which he thanked Major-General Parr on behalf of the officers, non-commissioned officers, and men of the 3rd Battalion. Colonel Hill also thanked his Worship the Mayor for his thoughtfulness in providing a meal for the men and for the warm welcome they had received from the city of Chester. There is not much doubt that the men thoroughly appreciated this show of kindness on the Mayor's part after their long journey, and will doubtless always remember it.

Among the noteworthy things in Major-General Parr's remarks to the regiment after his inspection was his recognition of the good order and discipline displayed by the men, for he said, unfortunately, in the country there are a good many people who think that the best way to show their appreciation of soldiers' services is to supply them with drink. In this case, however, the people of Chester and the men themselves had more respect for the uniform they wore, and for the credit of their county. This is praise of which the regiment may justly be proud. After wishing the men good-bye and good luck, he called for three cheers for the King, which were most heartily given. The band then played the National Anthem, while the battalion, to a man, stood at the salute, after which cheers were again and again given for Major-General Hallam Parr and the Mayor.

HONOURS FOR THE 3RD CHESHIRES.

Presentation of South African medals by the General Officer Commanding.

Photos. Copyright. G. Mark Cook.

A CREDIT TO CHESHIRE.

The battalion drawn up for inspection by Major-General Hallam Parr.

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A CUTTING FOR THE UGANDA RAILWAY.

PRIVATE,
Victorian Mounted Rifles.

BRITAIN BEYOND THE SEAS.

A Weekly Study of Colonial Naval and Military Interests.

By IMPERIALIST.

RECENT, one ought, perhaps, rather to say current, happenings in the way of consolidating and otherwise dealing with great shipping interests of world-wide significance have, of course, a very serious bearing upon the question of Empire. There is a certain amount of force in the contention that such colossal financial combinations make to some extent for peace, and so contribute, at any rate indirectly, to any and every sort of Imperial prosperity. For when a "deal" gets beyond a certain point it may become a matter of grave international concern; and when three or four great Powers become heavily involved in the working of any huge commercial undertaking, that fact is one which must necessarily receive serious consideration when the relations between any two or more of these Powers are strained. Of course, in theory, a Government can act without reference to such more or less private interests, but in practice it will probably become more and more usual for great financial undertakings to throw all the weight of their influence artfully, as well as heavily, into the scale of peace, seeing that only occasionally does a legitimate enterprise derive real and lasting prosperity from war. That peace is good for an Empire like ours goes without saying. Surely, then, we may take it that, even if at first sight a great shipping "combine," in which British interests do not seem to be adequately represented, is a menace to Great Britain's commercial supremacy, it may still prove helpful to Imperial prosperity in that a European war is probably the very last difficulty which Mr. Morgan and his backers would like to have to deal with.

But, while it is an ill wind that blows nobody good, and while it is possible to extract some measure of comfort even from such a movement as Mr. Morgan has conducted against our maritime supremacy, there are other Imperial aspects in which it is necessary for us to regard the question of steamship communications. While all the unarmed steamships in the world have, theoretically, little bearing upon the question of Sea Power considered as a principle, it would be mischievous to forget that an agglomeration of huge, swift liners, over which we have no real control, might prove an extremely awkward factor in the event of certain sorts of hostilities. The American-Spanish War showed us how easy it was for a smart nation to transform peaceful liners into cruisers which were capable, in many circumstances, of extremely effective action, and there are corners of our Empire in which the appearance of ships of this type might have consequences which the most perfect command of the sea would not entirely nullify. We have played, to some extent, the game ourselves, and must expect to have it played against us, all the more certainly now that so many ships, readily convertible into fair imitations of the fast cruisers, are being and will continue to be turned out for service under another flag. The Government bargain with the Cunard is no doubt a shrewd one, but, looked at closely, there is a thinness about it which is a sharp reminder of what we have lost in the way of controlling influence. Nor can we disguise from ourselves that this is a view which is likely to appeal to Colonial critics of our Imperial policy.

For the present this is the only aspect in which we need investigate this question in its relation to the Colonies, and in these notes there is no sort of disposition to discuss even this point in any alarmist spirit. But it is certainly well to take such things seriously in their initial stages, for, of course, it is then that any possible future evil may be most easily averted. In this case the remedy is fairly obvious, and it is pleasant to think that it is one the very need for applying which may be Imperially beneficial. The Empire has passed through many wars—wars of subjugation, wars of expansion, wars of self-defence, wars for the settlement of racial supremacy. What we have now to face is a war of communications, and in the peaceful conduct of this it is essential that the Motherland should from the first have the support of her Colonies quite as completely as she did in South Africa. If she has that, Great Britain has little to fear from any steamship combination which the enterprise of friends or the jealousy of rivals may generate. Much of the delay that has occurred in the proper development of several of our most promising Colonial offshoots, has unquestionably been due either to faulty communication both with the Mother Country and with other Colonies, or to the fact that such communication as existed was largely in alien hands. If, as a consequence partly of the Morgan combine, we are stirred to look more closely and to put more decisive action into this matter, then the consolidation of so much of the Transatlantic shipping under other control will have been a blessing in disguise. Nor are there signs wanting that this view is impressing itself forcibly upon all parts of the Empire.

All British steamship as well as cable communication between all parts of the Empire is becoming not a mere dream, but a real object for which practical men as well as level-headed statesmen are working. There are enormous difficulties in the way, which are likely to be accentuated when foreign Powers with African and Asiatic interests realise what such an enterprise, conducted to its logical conclusion, will mean. For it ought to mean something quite different from the facilities which at present exist for getting to most parts of the world in some sort of British ship. It may even be hoped that eventually a clear understanding between the Mother Country and the Colonies on the subject of subsidised—or, at any rate, assisted—communications would completely remove the sole apprehension under which we labour as to the capacity of the British Navy to stand indefinitely against any combination, however improbable, of foreign enemies—namely, the want of men to supply war wastage.

If Government subsidies or other assistance were accompanied by the condition that none but British seamen were employed, and that these were occasionally given a lesson in the handling of guns and in other purely war-ship work, all British communication between the Mother Country and Australasia, Canada, South Africa, India, the Straits

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Settlements, and the Far East, and between the several dependencies themselves, would mean a reserve of Naval strength in the presence of which any hostile action on the part of any three, or even four, great Powers would assuredly be paralysed at a very early stage. Such a combination would be inherently and coherently so powerful that no foreign Navy would care to evoke a display of its resources, if only for the reason that it would be impossible to tell where they would end. As it is, the talk of crippling British commerce is the main consolation of our rivals whose Navies are still far behind our own; but if a declaration of war simply meant the transformation of hundreds of British steamships all over the world into armed craft, each carrying two or three useful guns with British seamen behind them, and if the withdrawal of scores of liners from their regular runnings meant that so many more thousands of useful seamen and stokers were placed at the disposal of the Admiralty, then indeed would the world swiftly realise that Britain, combinations and "pools" notwithstanding, was still a very up-to-date and quite unchallengeable Mistress of the Seas.

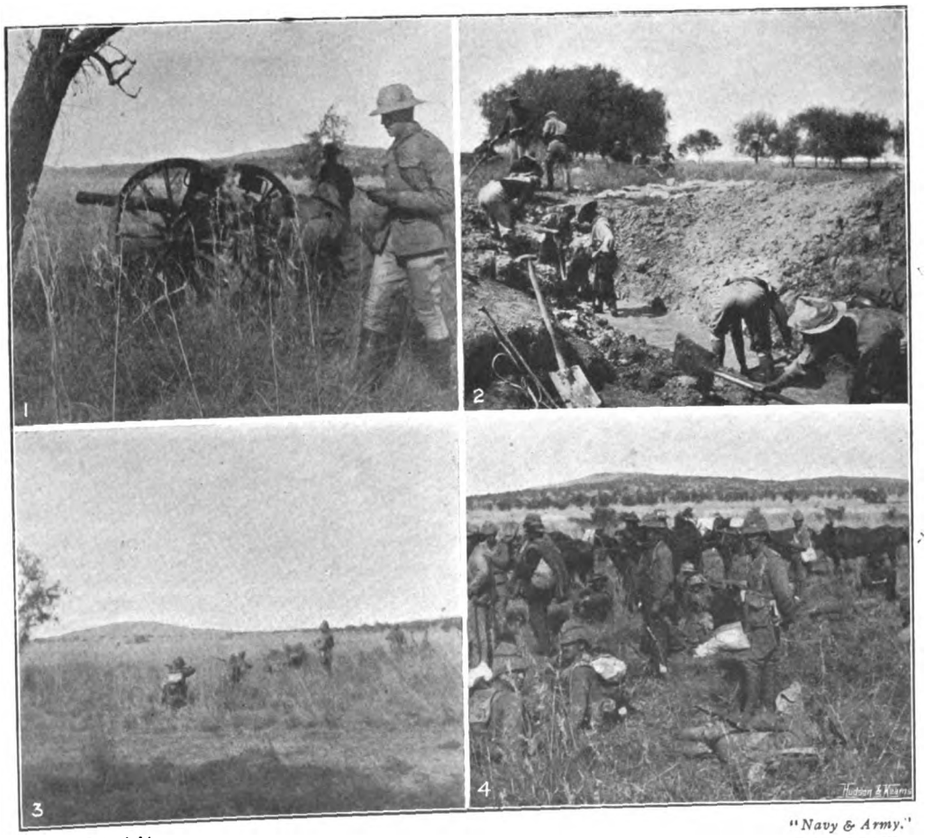
That the Mother Country could, unaided, arrive at any such point as this is doubtful. In present circumstances she is unable to render her maritime operations anything like so truly British as one would wish them to be, and the exclusion of the "Dutch" and "Dago" element, even from the best lines, would be a matter of extreme difficulty for a variety of reasons. But the problem is distinctly one which the Empire, as an Empire, could tackle successfully if once it realised that the moment had come for combined action to secure permanent results. In the case of the Atlantic ferry to New York, the British Government has both called the tune and promised to pay the piper. But in the case of the proposed acceleration of our communication with the Far East, by means of a Canadian Pacific Company's service between Great Britain and Canada, in connection with the Canadian Pacific Railway and the Canadian Pacific service from Vancouver to Yokohama, Canada would, of course, "stand in" with us, and the inauguration of such a service on truly Imperial lines would, perhaps, be of not inferior significance, in the long run, to the Government agreement with the Cunard Company. Again, where great self-governing Colonies agreed to establish intercommunication by assisted lines, our own subvention need only take the useful form of the supply of suitable guns and mountings at either terminal port for shipment on the outbreak of war, and of trained gunnery instructors. But the invariable basis on which all such agreements were concluded, should be the exclusion of all but an insignificant proportion of foreign seamen from lines assisted by the Empire, in order to further Imperial purposes.

There will be many to pooh-pooh such suggestions as impracticable, or, at least, premature. But it is difficult to say nowadays what is impracticable, while history is made so quickly that what is thought premature to-day may to-morrow be a lost opportunity. The Morgan "pool" and the Government agreement with the Cunard did not seem to be within the domain of practical politics a year ago, but they have arrived, and with them has arrived the necessity of still further safeguarding our Imperial interests on the highways of the sea.

LESSONS FROM THE VELDT.

RINGING DOWN THE CURTAIN.

THE four pictures which we give to-day furnish interesting studies of the late war in South Africa. If any of our Continental neighbours are anxious of learning lessons from our experiences during the later phases of the war, they could not do better than consult some of the many thousands of snap-shots which have been taken during the latter phases. We have here four pictures, three of which are valuable as instructive illustrations of the expert manner in which our soldiers of three years' experience went about their business. Take, for instance, the first; here we have a 15-pounder—one of our much-abused field guns—in action at 3,000-yds. It will be noted that it has been brought into action in a depression, in the long veldt grass, which is standing 3-ft. high. Even in the photograph you have to look closely into the picture to see the men composing the gun group, while the officer, who is studying a map, is standing with the trunk of a tree between him and the enemy, and the non-commissioned officer is behind a thorn bush. With this section there would be no need of the experiments in painting guns in primary colours which have been recently tried at Aldershot.



Photos. Copyright. "Navy & Army."

1. A SNUG CORNER—NO NEED FOR PRIMARY COLOURS. 2. BY THE SWEAT OF THE BROW—DIGGING FOR WATER. 3. THE THIN BROWN LINE—5th FUSILIERS SKIRMISHING 4. THEIR DUTY DONE—BRITISH AND BOER SOLDIERS FRATERNISING.

The next picture is equally instructive. "No water" was the cry when the column had to halt from sheer exhaustion of the animals. "Trees," said the officer in command; "where there are trees there will be water—out with spades." The men set to work, and after a few hours of honest labour found enough water to satisfy all their immediate wants.

Picture number three is also of considerable instructive interest. Here you have a snap-shot of the 5th Fusiliers in action. The scope of the lens of the camera will only allow you to see about five or six men. But there are many more there, many that the lens of the camera could not discover, because they were hidden in the cover of the long veldt grass, so that the searching power of the camera at the range of a few short feet could not discover them. But the line of which the illustration shows a few files will stretch right away across the open until it loses itself in the bush cover which is seen in the far distance. This is the formation of infantry attack which experience has taught us to adopt. It may not recommend itself to the Continental student, but experience has taught us that a much thinner firing line, armed with a modern rifle, can stop the advance of an attacking force than was ever realised before this war.; that the danger now is not that your firing line will be too thin, but that it will be too dense. It is in dense masses that the moral effect of casualties is felt.

The last picture is one of more than ordinary interest. It shows surrendered Boers fraternising with their late enemies. All who were present at this final stage agree that one of the most curious circumstances of the war was to be found in the extreme good nature with which both sides opened intercourse as soon as the quarrel was definitely settled.

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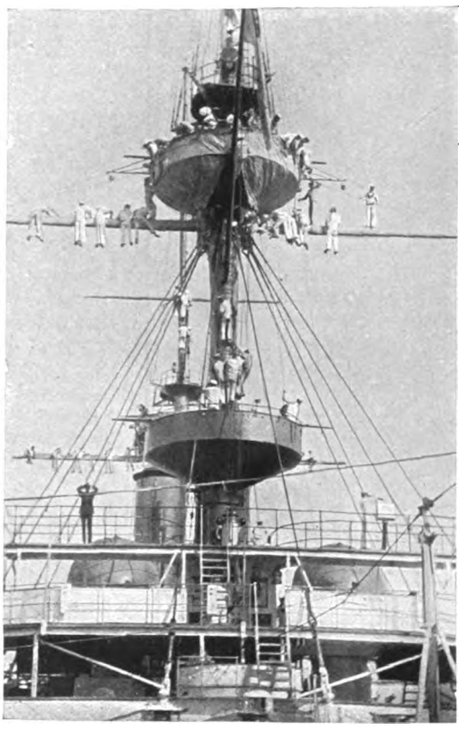
A SIGNALLING PARTY, MALTA.



GETTING READY FOR SEA.

THE NAVIES AND ARMIES OF THE WORLD.

A Weekly Causerie by David Hannay.

THERE has been in these last few days a pretty active revival of talk about National Defence in various of its bearings. The reason is not apparently because the problem is more pressing than at other times, still less because there is anything new in any quarter to be said. Perhaps the real explanation is to be found in the temporary absence of anything more exciting to talk about, for the war is over, the Boer Generals are exhausted, and though the Education Bill excites violent emotion in some quarters, it leaves the nation at large profoundly indifferent. Looking for critical purposes at the speeches made and letters written, one cannot help feeling that the authors speak or write less because they have anything to say than because they must say something. Some of the observations made give one a kind of despair. Few men have done more to make the Navy, and its work, better known than Lord Brassey. Therefore I wonder when I find him saying in a letter to the *Times* on "The Colonial Conference and Commercial Defence": "Turning to the Navy, if the Conference has not done much to help us (has it done anything?) we may in fairness keep in view that the Naval expenditure specially incurred for the protection of the Colonies is trifling in amount. When the Navy Estimates are in preparation we do not look to the Colonies. We consider the expenditure of other Powers, which we must be prepared to meet. Our programme is based on comparisons."

* * * *

Well, the Navy exists to defend the whole Empire, including the Colonies, against whatever forces may attack it, and it must be in proportion to the enemies it has to meet, or may have to meet. To what purpose has Captain Mahan written, and the blessed term Sea Power been invented for our instruction, if at the end we are to be told that the protection of the Colonies is not provided for unless a portion of the Navy is ear-marked to protect them? Neither does there appear to me to be much advantage in talking about the two-Power standard, or the three-Power, as Sir C. Dilke did the other day. We have got the three-Power standard in battle-ships, and much more in cruisers, particularly when we allow, as we ought, for the immense advantage we possess in the command of friendly ports and coaling stations all over the globe. Whatever becomes of the understanding with Italy, and whatever it was when it existed, we are a match for any three Navies in the world. We have not got the kind of superiority enjoyed by the Allies in the Russian War. Neither can we have it when other States of forty, fifty, and more millions of inhabitants, with large revenues, are providing themselves with fleets. But we are certainly so strong that no conceivable alliance could delude itself into the belief that it could drive us off the sea, and to suppose that any three States would rush into a Naval war with us on the odd chance of doing us a damage, is the mere imagination of a green sick girl who has confused her poor mind by reading alarmists. Of course all the world might combine against us with a very safe prospect of smashing the British Empire. It would not have to put itself to the trouble to fight. The mere refusal of the people with whom we do four-fifths of our over-sea commerce, and from whom we get the bulk of our food, to have any more dealings with us, would bring the British Empire to submission in a month without the necessity of firing a shot. But this alarming league will be formed about a month after the arrival of the Cockley-Cranes, a fearful kind of wildfowl which has not been seen hitherto

* * * *

Sir M. Hicks-Beach at Bristol came in sight of the root of the matter when he said that we are a Naval Power, and must think of that first. But he stopped there, perhaps because he was chiefly concerned to urge the need for economy. Of course it is quite true that we are primarily a Naval Power, but what sort of consolation is this when we have great and growing territorial obligations which require a big Army? Supposing that we cannot maintain both land and sea forces on the scale required without crippling ourselves in the industrial fight, the case is bad for us. Something will have to be given up, and it would be the part of a wise people to decide in time what it means to resign. Better to do for yourself, and freely, what you will in the end be forced to do by others. But Sir M. Hicks-Beach did not say that. He maintained, on the contrary, that we shall do very well with a modest Army if the officers will only stick to their trade and the War Office can be made to act on business principles. The War Office has no friends, and it is quite orthodox to put it in the pound and throw turnips at it. As for the Army officer, he has had his ears pulled right and left and at large by miscellaneous candid friends, including the Commander-in-Chief. They ought to be as red as tomatoes by this time, and I hope it will do him good. "Whom the Lord loveth he chasteneth," as Captain Pakenham said to Gambier. Yet one doubts whether the reform of the War Office, and the elevation of the British Army officer to the *n*th of professional efficiency, will ever enable 60,000 men to do the work of 300,000. And the questions are just whether we do not need the larger figure, and how we are to get it.

* * * *

When one happens to take this view, it is heart-breaking to listen to such a speech as Lord Kitchener made at the Sheffield Cutlers' feast. Not that it was not a sound enough after-dinner speech, but it was not what was likely to do real good. The country would owe a deep debt of gratitude to any distinguished officer who would imitate the example set some years ago by Lord Roberts at the Senior, and would, that is to say, tell us at length and with examples to the point what force he thinks necessary for the military work of the Empire, and how it ought to be organised. Generalities about efficiency are no use. An ordinary club waiter could supply them. Neither is it much to the purpose to talk about the lessons of the war in vague terms. What is the lesson?

* * * *

For my poor part, I am firmly persuaded that it is something like this: The Empire requires to be able to command the services of 300,000 real soldiers at any given moment. We had to send, first and last, more than that number to South Africa to fight an enemy who could not or would not advance

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against us to any purpose, and who never numbered more than about 60,000 irregulars, under very indifferent discipline. Then we had time given us to get our forces together, and it did not greatly matter that a large proportion of them were of extremely poor quality. Now that the fight is over, and we are all agog, or supposed to be, about its instructive lessons, common-sense and common honesty call upon us to give strict attention to one of them. It is that for want of the needful number of genuine soldiers we had to hire a great deal of military rubbish at 5s. a day. We know what they were worth. The military prisons of South Africa are full of men undergoing punishment for gross insubordination. There are Tweefontien and Twebosch to tell us what they were worth when attacked with intelligence and spirit. At Twebosch they simply remembered that a horse is useful to run away on. There is the improving history of the Australian transport and of the heroes who were going to toss their officer in a blanket. Now what rational reason is there to believe that we shall be able to do with less next time, or that we shall have a space given us to train new levies? If there is any, it has not been advanced to my knowledge. But supposing we may require the 300,000 men to serve over-sea who shall be real soldiers fit to fight real soldiers, how are they to be secured under our egregious Army scheme, which professes more or less to provide three army corps for foreign service, and a great loose mob of recruits, Militia with not much training, and Volunteers with still less, who are to protect the country against invasion. The three corps would be insufficient, and as for the rest, they will be useless, from every point of view. As a defence against invasion they are no good, if only because any battle they fought with professional enemies would be Twebosch on a great scale, to say nothing of the fact that no invasion will be attempted till the Navy is done for, by which time the British Empire would also be done for. For service abroad they supply a mob of raw material which may be made available in time, but as it stands is of no immediate value.

FROM THE LAND OF THE DRAGON.

HAD it not been that the whole country was so absorbed in following the course of affairs in South Africa, much more attention would have been paid to the stirring series of events which have happened in China during the last three years. The group we here publish will give a better idea than words can of the cosmopolitan character of the interference in the yellow man's affairs, an interference rendered necessary to civilisation by the supreme arrogance of the heathen Chinee and the unchecked flood of massacre and murder which it caused to flow over the country. The British troops available for service in China were, with the exception of the Naval contingent and the Artillery, all natives of India, and included two regiments of Imperial Service Cavalry, besides Imperial Service Transport, supplied by the loyal Princes of India. We have from time to time printed pictures of the men and officers during the bitter winter weather at Tientsin and Peking, when they were very glad of the thickest "poshteens," or sheepskin coats, to keep out the bitter cold. The officers in our present picture look to be enjoying a milder season. The group of orderlies is especially characteristic; the German in his helmet and the Marine gunner in his fatigue cap and undress frock form a striking contrast to the Japanese, Austrian, French, and Indian soldiers. The various dresses of the officers are typical of the Navies and Armies they represent. It may be insular prejudice, but we must say that we like the dress worn by General O'Moore Creagh and Colonel O'Sullivan better than any of the others. Major-General O'Moore Creagh, who formerly commanded the Merwara Battalion, won the V.C. and a brevet majority in the last Afghan Campaign. Colonel O'Sullivan is an officer of very high attainments, and a most accomplished linguist. He has been employed by the Government on secret political missions, where he has literally carried his life in his hand from hour to hour. How well he has carried out the duty entrusted to him is well known at headquarters, though it has been of a nature that is not published in Government Gazettes, however Extraordinary. Colonel Akajama and Colonel Satsa appear to be in full dress, as they wear their medals, whereas the rest of the officers are in undress.

The Austrians, it will be noticed, are of the sea, the orderly at the back being a smart sailor. The Italian orderly belongs to that splendid corps, the Bersaglieri. The Japanese is the only soldier in marching order with knapsack and rifle, etc., complete. That they are all picked men we cannot doubt.

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THE ALLIED COMMANDERS IN CHINA.

Reading from left to right the names are—Back row: Orderlies—Japanese, German, Hindostan, French, English, Austro-Hungary, and Italian. Second row: Lieut. Kidkinavne. Austro-Hungary; Col. Heracia, Japan; Col O'Sullivan, English; . . . . German; Capt. Demaress, French; Capt. Kahowskv, Russian; and Capt. Bongiamin, Italian. Front row: Col. Akajama, Japan; Gen Rohdschdt, German; Gen. Wojack, Russian; Major-Gen. O'Moore Creagh, V.C., English; Gen. Soucillon, French; Capt. Hasslinger, Austro-Hungary; and Col. Satsa, Italian.

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BRITISH LIFE-BOATS.—IV.

Their Service and Stations.

NORTH DEAL.

By C. H. TEMPLE.

WHENEVER one grows enthusiastic concerning the merits of lifeboatmen, the iconoclast softly whispers to himself, "Loaves and fishes." There is more of sarcasm and injustice than he probably intends in the reproach. Very possibly he means it as a wholesome correction to unrestrained adulation and hero-worship. This may be so; but, when all is said and done, is it not the truth that these men are not appreciated by their fellows nearly so much as they deserve to be? Apart altogether from the question of payment for the services which they render, their work is of such a nature as must appeal to the best instincts of the generous-minded; while the readiness with which they hold themselves at the service of their threatened and shipwrecked brothers is sufficient answer to all those who are disposed to minimise or disparage the heroism of their labours once for all. To state here the prosaic details of a lifeboatman's wages-sheet will, I think, dispel for ever any latent or expressed doubt as to the selfishness or unselfishness of his motives, and a comparison of the relative value of money reward and work performed leaves a substantial balance to the boatman.

Each lifeboat has its appointed coxswain at a salary of £8 and a second coxswain at £2 a year respectively. The crew in addition consists of a bowman, who is paid 30s. a year, and as many boatmen as the boat pulls oars. A signalman is also appointed, who receives a retaining fee of £1 per annum, and payment as a helper each time he is on duty. The members of the volunteer crew are registered, and, whenever practicable, at least double the number of men required are entered on the register of each particular station. Such men are mostly resident boatmen, fishermen, or coastguardmen. On every occasion of going afloat to save life the coxswain and each of the crew receive alike from the funds of the Lifeboat Institution 10s. for a day service and £1 when they go out at night. These payments are, however, increased by one-half during the six months of the year beginning with October 1 and ending on March 31. Surely in this tabulation there is nothing to arouse the envy of even the most sordid, and when it is remembered that on any given station the wrecks occurring during the year are not multitudinous, those mathematically minded may easily demonstrate for themselves the possibility of the individual lifeboatman attaining any degree of opulence through this particular agency. Why, there is hardly enough to pay for the clothes they spoil. The fact is, those who are familiar only with the British lifeboatman as a prominent figure of the summer seaside holiday know but one side of his life. Under such conditions he is usually a jolly companion, spinning the most astonishing yarns in a confidential voice, and affecting the postures of supine indolence, as, leisurely smoking, he leans against some old tub of a boat. But see him at his best, say on a scowling day in October, when the billows are driving in frothing ridges from out of the scud-swept horizon, when, with a little knot of anxious watchers, you stand on the beach and speculate upon the chances of yonder vessel, which for hours has been buffeting the seas, close-hauled, and is now steadily, but surely, making the sands or the shore. Then he rouses himself from his lethargy, with no longer a resemblance to his former lounging self. The doors of the lifeboat house are open, the warning bell has sounded, and he awaits but the boom of the light-ship's gun, or the blue flare from the wreck, before breaking into a headlong rush to be first in the mad scramble for a cork belt and the privilege of hurling himself at death. Again and again has the sight been witnessed of the figure of a lifeboatman rushing through the bitter streets on a howling wintry midnight in the attire in which he has sprung from his bed, to capture one of the coveted belts which ensures him a seat in the boat; then, of his returning to his cottage to clothe himself and kiss his wife and children before setting out on his fateful mission of mercy. God bless these stout hearts, for the payment with which the Lifeboat Institution rewards their splendid and heroic acts can scarcely be considered the only inducement which makes men rush to face eternity.

Photo. Copyright *Hussey.*

A TYPICAL LIFEBOATMAN.

Some of the finest lifeboatmen we have are to be found at Deal. In birth the boatmen in general hereabouts are among the best the world produces. The forces of heredity and environment have combined to make them such. Sailors, with some show of disdain, term them hovellers—that is to say, their business lies in rendering assistance to vessels in distress; and with the Goodwins, the Brake, and other dangerous sands and shoals in close proximity to the shore, the business in the past was a very lucrative one. But the palmy days of hovelling passed with the advent of the steamer. The time was when the Downs—that famous roadstead whose waters flow to the shingle slopes of this little Cinque Port town—was a happy hunting ground for Dealmen in winter. But rich harvests are now but a tradition with which old men fire the envy of the rising generation. Hovelling jobs are like angels' visits—few and far between. Steam ploughs its way through the wrack, and sailers which have parted anchor are all too scarce. Very seldom now do the luggers dart like arrows from the beach, each striving to be first in the race to sell an anchor or to assist in salvage. But, for all that, the lifeboat finely maintains the tradition of smartness, and, as I say, her roll of volunteers, numbering over eighty, includes the best boatmen in the place. As the coxswain, with pardonable pride, remarked to me, "My men are the very best, sir. We don't take odds and ends here!"

Taken altogether, the station at Deal is calculated to give great satisfaction to all those who take an interest in lifeboat work. It possesses a pretty boathouse, and, like its neighbour at Walmer, all the details of management and launching are practically the same. The boat is launched from the beach, being run out on skids. In specially unfavourable weather, when heavy surf is running, the same purpose is effected by the attachment of an endless warp to the boat, and worked by a pair of windlasses. The committee is the same for both stations, and includes, besides the names to be given in the article on Walmer, Lord Northbourne (who is patron), Admiral Gordon Douglas, chairman; Rev. T. S. Treanor, M.A., the well-known chaplain to deep-sea fishermen, hon. secretary; the Revs. F. B. Blogg, T. L. C. Griffith, and H. Venn, Lieutenant Gunn, R.N., Julian Coast, Esq., and A. Wollaston, Esq.

The first lifeboat to be stationed at Deal was named the "Van Kook," and she performed her first service on February 7, 1865. In 1881 she was rechristened "Mary Somerville." After such an extended service, this boat was replaced in 1888 by a new one of the modern self-righting type, carrying her immediate predecessor's name. From its inauguration up to date the Deal station has accounted for 428 lives saved, besides eleven vessels salved. When one remembers the number of boats maintained on this part of the Kentish coast, such a record bears eloquent testimony to the efficiency of the station.

The present coxswain of the boat, R. Roberts, is well qualified to maintain the splendid traditions of the station. For thirty-eight years his name has been on the register, and

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A BRITISH MARINER.

Photo. Copyrighted A. H. Ivy.

THE SKIPPER OF THE BOAT.

R. Roberts, who has occupied the position of coxswain for over seventeen years.

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Photo. Copyright. *A. H. Fry.*

THE NORTH DEAL BOAT AND HER CREW.

Names of crew, beginning in the bows and reading from left to right: W. Adams, H. Marsh, W. Cribben, R. Holbourn, T. Brown, D. Foster, T. Norris, G. Brown, T. Parsons, P. Bates, R. Bould, F. Roberts, W. Marsh, E. Hanger (2nd coxswain), R. Roberts (coxswain).

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out of that long period he has acted as second coxswain for twenty-one years, and for the last seventeen years has occupied the premier position. As an illustration of his fitness for the position, and of the esteem in which he is held by the powers that be, it may be stated that he wears two silver medals upon his breast, which have been presented to him by the officers of the Institution to mark their appreciation of his long service and distinguished conduct in saving life at sea.

When talking to him about his work, I found him singularly retiring, and it was with the greatest difficulty that I could get him to tell me of his experiences. With a merry twinkle in his eye, he excused himself in this wise: "You see, there's many a longshoreman who dearly loves to gammon visitors—why, bless you, some of 'em will yarn by the hour of their wonderful exploits in the old boat, yet, may be, they've never seen a service in her. It's as well that some of us can keep quiet!" which is very true. But for all that, our coxswain has had many a tough tussle with the elements, and thrilling incidents have crowded upon each other in his long experience. I can only set down here a few out of the many I wormed from him.

"You see, sir, lifeboat work is not so bad now as it used to be. Everything runs truer nowadays; the boats and appliances are better in every way. And besides, there are not so many foreigners knocking about the coast as in the old days. You ask me what is my best service? I reckon you mean my worst. I've had so many bad uns. You might say they're all bad. When we get a call the weather is pretty rough as a rule, with the wind blowing hard and the water running high. Under such circumstances, lifeboat work is not exactly a picnic. But use is second nature, and it's wonderful how used you can get to danger. Now, there was the German barque 'Leda,' which we were called to on December 28, 1891. This is not a nice coast on occasions, but I think the weather that day was about as bad as could be. The masts and rigging were falling about our ears as we took the people out, but mercifully we had never an accident, and landed all the crew, nineteen in number, safely. The service only occupied an hour, but there was enough excitement about it to last a whole day. A singular thing about this was that one of those we saved was a sailor whom we had rescued before out of another wreck. Another strange thing happened in February of this year, when we got the steamer 'Rion' off the Goodwins, for about ten years ago we managed to save this very same vessel. The next time she gets into trouble off Deal I expect it will be a case with her. And then you would like to hear of the schooner 'Golden Island,' which was wrecked outside on May 15, 1887. We had rare trouble to take off the crew, for we couldn't get nearer than within fifteen yards of her. But we succeeded with the help of a line. What makes me remember this service was the heroism of the captain's little boy. The youngster was the first to come over the line, but he stoutly refused to budge, and kept crying 'Save my father! save father!' I tell you, when I saw the little fellow acting so unselfishly in such a plight, all my mother came into my eyes. And to speak of only one other service, if you are not too tired. You see that entry up there?"—pointing to the official board in the boathouse recording details of the rescues effected by the boat. I read: "Saved the 'Michael Kelly,' with five lives, and also a little dog." "Why, sir," continued the coxswain, "we had more trouble in getting that terrier off than in saving the five men. But now, we couldn't leave the little chap to perish when there was a chance of saving him, could we?"

When I heard him thus speak, I could not help thinking that if these men appear rough and uncouth outwardly sometimes, yet they are very human; they have hearts as true as steel, and as good as gold.

Now that the winter is drawing near, and storms will soon be raging round our coasts, we should spare a thought for these gallant men who risk their lives in their frail boats to rescue those who have been driven on to the treacherous sands, and whose only chance of life lies in the bravery of bold men like Mr. Roberts and his crew.

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KEEPING THEIR HAND IN.

The "Mary Somerville" landing after a practice trip.

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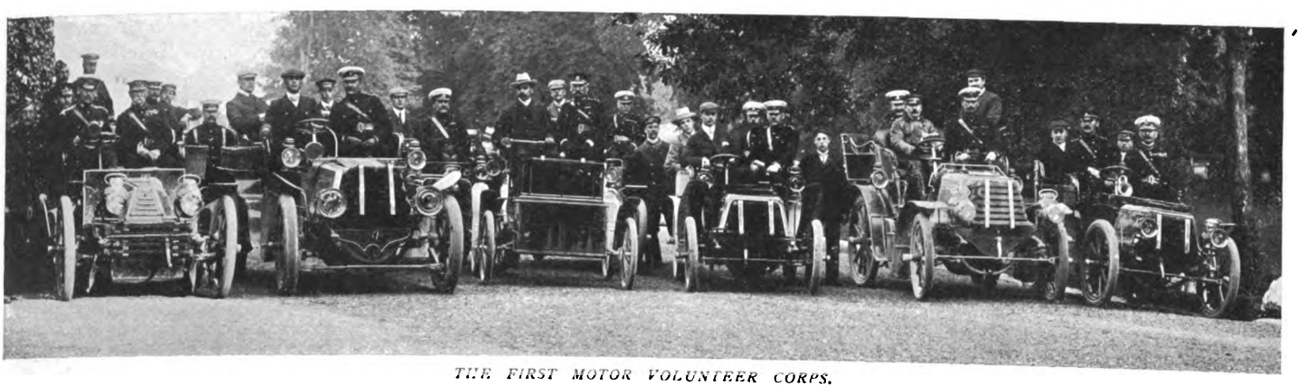

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Citizen Soldiers in Town and Country.

By TRAINBAND.

THE Automobile Corps of Volunteers which is being raised by Lieutenant Mark Mayhew, Middlesex Imperial Yeomanry, has probably a great future before it. Although the formal authority for its formation cannot be granted until the meeting at the War Office this month of the special committee to consider the project, it may reasonably be assumed that the sanction already provisionally granted will not now be withdrawn. In a previous article mention was made of the many uses in modern warfare to which motor-cars may be devoted, and there is therefore no necessity to again even briefly enumerate them. There are some few points in connection with Mr. Mayhew's scheme, however, which merit consideration. The rate of pay, thirty shillings a day to each car owner, has been objected to by some critics as excessive; nevertheless, it should not be forgotten that, in the first place, this rate is at present merely a proposed scale, and, secondly, that it would possibly by no means cover the owner's expenses. Moreover, the cost to the nation of maintaining the corps would be but slight compared with what it would be if an automobile corps for the Regular Army was formed. In that case there would be pay to the members during the whole year in addition to the large initial outlay on the purchase of cars. The members of the proposed Volunteer Automobile Corps will only receive pay during the few days they are engaged at manœuvres, etc., and a large proportion of the car owners will probably always be in possession of thoroughly up-to-date vehicles. If cars were purchased by the War Office they would soon be obsolete, and the expense of replacing them would again be considerable. There is one point in Mr. Mayhew's scheme which at present is not quite clear, and that is how far the right of requisitioning the cars will extend. It is to be presumed that the authorities will be empowered to claim the use of the registered cars when necessary, and, if advisable, to temporarily transfer the driving of the car to a member other than the owner. Another detail which should be definitely settled is that of rank. In his invitation to the owners of motor-cars to join the corps, Mr. Mayhew warns them that they will be simply privates, but adds that they will always be treated as gentlemen. By this expression, we have good authority for saying, it is to be understood that Mr. Mayhew meant his readers merely to understand that they need have no apprehension that they would be treated in any inconsiderate manner. At the same time, in the interests of discipline, it is perhaps rather unfortunate that this particular remark was added. Owners of cars who also happened to be already Volunteer officers, would naturally retain their rank, and be attached to the corps without severing their connection with their own battalion. At any rate we may now soon expect the issue of definite regulations for the Automobile Corps, when probably most, if not all, of the points to which attention has been called will have been precisely settled by the special committee. There is every reason, indeed, to hope, and indeed expect, that success will attend this latest development in the Citizen Army.

The Volunteers on the whole seem to be rather unfortunate in the matter of medals. The disappointment which was so widely felt when it became known that the Coronation medal was to be issued only to the senior officer and the senior non-commissioned officer with each Volunteer detachment present on duty on August 9, had hardly subsided when there were published the conditions under which the King's South African medal is to be granted. It is decreed that the medal is to be given to no regiment which had not been in South Africa during the whole consecutive period of eighteen months immediately preceding the declaration of peace. Dissatisfaction has been rather too openly expressed by the Auxiliary Forces, yet unfortunately an opinion prevails amongst Volunteers that the period of service needful to procure the medal has been purposely so fixed in order to exclude them, as by their agreement they served for twelve months only. From the earliest historic era it has been recognised that an attempt to please everybody is doomed to certain failure; and no exception to the rule is to be expected as regards the distribution of medals, whether commemorative of a coronation or granted for war service. At the same time, it must be repeated, that the conditions might have been more satisfactorily arranged in each case. The nation owes a debt of gratitude to the Colonials, a debt which none are inclined to dispute. But the Auxiliary Forces of the Mother Country no less deserve their meed of recognition; and it appears to be bad policy, to say the least, to frame conditions in such a manner as to cause the home troops to feel that there has been a marked fear of offending Colonial susceptibilities, while their own claims are but sparingly considered. It it now, we fear, too late to hope for any readjustment of the grant of the Coronation medal. But it is to be trusted that the King's South African medal may yet be issued in a manner which will at least reduce the existing amount of discontent.

Though naturally not quite as advantageous as shooting in the open, good results undoubtedly spring from the use of miniature ranges. Concerning their equipment the honorary secretary of the Hull Patriotic Rifle Club has recently given some interesting particulars. He states that at a cost of £150 it is possible to provide a range which will allow two targets each at 100-yds. and 200-yds., and by reducing the size of the target conditions equivalent to shooting at 500-yds. and 600-yds. can be obtained. The American ·22 rifle is deemed the best for use on such ranges, which possess the great advantage of reduction in the cost of construction and expense of ammunition. It may be mentioned that the Hull Patriotic Rifle Club has possessed a miniature range for the past two years, and the excellent practice it affords can be judged from the fact that many of the club members have made high scores on their first attempts at firing in the open. Indeed at the last meeting of the Yorkshire Rifle Association eight members of the Hull Patriotic Rifle Club competed, and five proved prize-winners, although they were all shooting for the first time with the Service rifle.

Comment was recently made in these columns on the case of a member of a Volunteer corps, accompanying the cycle detachment at night, who was fined for riding his machine without a light. We are glad to be able to record that since then a somewhat similar case has been decided in favour of the Volunteer. The defendant pleaded guilty to riding his bicycle at the rate of twelve miles an hour in the outer circle, Regent's Park, and the usual fine and costs were imposed. After the magistrate had given his decision,

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however, the defendant explained that he was a member of a Volunteer corps, and on the occasion in question was carrying a message to his commanding officer. He was supposed to have seen the enemy approaching London, and received orders to get back to his regiment with the information as quickly as possible. The magistrate at once most reasonably dismissed the summons, remarking that as the defendant was on duty he was entitled to ride as fast as he could. Perhaps ere long it may be ruled that a soldier on duty shall be permitted to ride without a light.

As it was necessary to record quite recently that several of the best-known metropolitan Volunteer corps will show a marked diminution in their numerical strength when the returns are made out at the end of this month, it is particularly gratifying to learn that during the past year the six regiments of Imperial Yeomanry which have their headquarters in London have all made remarkable progress. Their total strength is now rather over 2,750, an increase of more than 1,700 since this time last year. Although the Volunteer enthusiasts in some cases have expressed regret that recruiting for the Yeomanry has been so brisk, as many men have thereby been attracted from their own force, there is really no cause to feel aggrieved, as these men's services have not been lost to the nation. The conditions of service in the Yeomanry are somewhat different from those which still exist in the Volunteers, and in the latter force, in the various mounted infantry companies, there is scope for the admission of mounted men who wish to serve under Volunteer regulations. As the men must clearly understand their obligations when they enrol in the Imperial Yeomanry, and when the rate of their pay is taken into consideration, there is no cause for surprise on learning that the different corps of London Yeomanry experienced no difficulty in securing the attendance of their men in camp. It is understood that the chief difficulty has been to obtain an adequate supply of suitable horses. But comparatively few men possess their own horses, and in consequence the remainder have to be hired. In some cases, as might be expected, the results in this respect have therefore not been altogether satisfactory. As regards the men, however, nothing but what is distinctly gratifying has been reported. They are said to be really good material, of very fair physique and high intelligence; and as the training given during the past twelve months has been of a thoroughly practical character, there is every reason for congratulating the force on the success which has already attended the metropolitan regiments of Imperial Yeomanry, four of which were raised as recently as the summer of last year.

IN A YEOMANRY CAMP.

OUR Yeomanry cavalry, which until a few years back was certainly not so well appreciated as it deserved, has lately come well to the fore both in the public eye and the ken of the officials at the War Office. This may perhaps be accounted for by the way in which the men have proved their worth in South Africa, and the excellence of the work done by them there.

A very large amount of work has to be got over when a Yeomanry corps goes into camp. Scouting, outpost duties, etc., have to be learnt, and as the time available for these camps is very short, lectures are sometimes held at which the various evolutions necessary for scouting and outpost and other similar duties are fully explained by one of the officers. The lectures are sometimes made clearer to the men by a series of blackboard drawings, or, as is sometimes the case, a table is laid out in the form of a field of operations. On this table practically everything that would be encountered and every difficulty that would have to be met and overcome are represented. For example, in the case of a river or a road, a piece of tape is laid across the table, and other objects, such as trees, hedges, houses, etc., are all represented by miniature models, and miniature horsemen are then placed in various positions, and moved, in the same way that chessmen are moved, according to the way they should move were the evolutions being carried out by real men and horses. This method of explanation and theoretical instruction has proved most valuable to those corps who are instructed by its means. Our illustration shows the members of the West Somerset Imperial Yeomanry, whose headquarters are at Taunton, being instructed by the blackboard system, and if we may judge by the attitudes of the men, the lecture is proving a very interesting one. Of course lecturing alone would not be of much use, but a good interesting lecture on a certain subject, scouting for instance, followed by a practical demonstration of how it should be carried out in the field, is very valuable indeed. Special tuition is always given to Yeomanry in the matter of scouting, as this is the work they would be expected to excel in, should occasion arise for their mobilisation. In this connection they should certainly prove a welcome addition to our regular cavalry, as they would of course know every foot of ground in their own district and just where to find the best points of vantage.

It was successfully demonstrated in the late war that our Yeomanry cavalry will always give a good account of themselves when the necessity arises, and that the money and time which has been expended upon them has not been wasted.

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A LESSON IN TACTICS.

The West Somerset Imperial Yeomanry at a lecture in camp.

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CENTRAL INDIA HORSE.

OUR INDIAN EMPIRE.

A Running Record of Military Life and Incident in the "Shiny East."

By CAPTAIN OWEN WHEELER.

THE NABAH LANCERS.

IT is much to be regretted that General Fukushima of the Japanese Army, who has been staying in India, was laid up with fever at Umballa, as this will probably have upset his intended visit to Peshawar, Malakand, and the Khyber. The General was to have left India at the end of last month in order to be back in Japan for the Manœuvres, and it is hard luck that he should have had to forego what would have been the most interesting and instructive portion of his Indian tour. For the military expert who visits India without touching the Frontier and noting how it is safeguarded can only attain a limited conception of the work of the Indian Army, and of its capacity to perform that work with thoroughness and economy. India generally is a collection of great camps, connected now by a very complete system of communications, and conducted on principles of organisation which experience has proved to be peculiarly well adapted to local requirements. There is nothing more in this than may be met with in at least half-a-dozen well-known Continental instances, although in India additional and pleasing variety is afforded by the blending of Native with European troops to an extent unparalleled elsewhere. But on the Frontier we have a condition of things which is altogether extraordinary, inasmuch as theoretical peace conditions are combined with active service surroundings, and the whole atmosphere is so thick with possibilities of the most abrupt description that perhaps nowhere else in the world do troops seem to be so tranquilly posed on the very brink of war.

The Indian military authorities would, we may be sure, have been very pleased to show General Fukushima this side of India's military system, for he would probably have appreciated it more clearly and fully than almost any European visitor. The latter, if an expert, can readily appreciate the more obvious signs of military strength, the strategical railway, the place of arms, the swiftness with which highly-trained and splendidly-equipped troops can be hurried to this or that desired point with a view to concentration and brisk subsequent advance. But along the Frontier there are military conditions prevailing which only an Englishman who has been closely connected with them, or an Oriental of the highest intelligence, can understand. The mixture of political with military considerations, the deference due to tribal susceptibilities, the maintenance of prestige with the least possible ostentation, the occasional delivery of a smashing blow at intervals of a protracted display of paternal benevolence and patience, and the habitual preservation of an attitude of intense watchfulness partially masked by beautifully skilful espionage—these are *nuances* of our Frontier system of administration which General Fukushima would doubtless have understood and appreciated to the full. For Japan has a sort of frontier of the same kind in China, and some of her methods are not unlike our own.

Without further indulgence in what would seem to be vain regrets, it may be reckoned some consolation that General Fukushima's visit should have been so happily timed. Japan has very little to learn from us or anyone else in the matter of military preparations, but what little we can teach her can be readily taught by the state of the Indian Army at the present moment. Apart from that, India affords Japan a stirring example of future conduct and future possibilities. What Japan is and what Japan intends to be are two different things, and her military troubles will begin when she has crossed the threshold of her present limitations. It is not altogether wonderful that Japan has produced so swiftly as she has such an interesting replica of the completest form of European military organisation. She had much in her favour—an excellent model, truly splendid material to work with, first-rate and highly-educated organisers, and no troublesome legacies from a compromising past; but when Japan begins to attempt the achievement of what she believes to be her destiny in the Far East, she will have other races to deal with, perhaps to consolidate with her own, and then she may well look to India, rather than to Germany, as a bright exemplar. A Japanese control of China on the same lines as our control of India may not be one of the things which history has in store for the world, but it is one of the objects which some Japanese have in view, and it is an object the realisation of which a good many of us would not be inclined to grudge to our gallant and pertinacious Allies.

Naturally the Indian papers are very full of the Coronation Durbar, and, almost equally of course, some of the Native organs, in their anxiety to be severely critical, have made themselves rather objectionably foolish. It is proposed that at the investiture of the two Indian Orders, the Star of India and Indian Empire, which will be held in connection with the Durbar, a few sons of Native Chiefs shall attend the Viceroy and the Duke of Connaught as Pages-of-Honour. This was done at the Imperial Assemblage of 1877, when Lord Lytton had, as his Pages-of-Honour, two sons of the late Maharajah of Kashmir, and everyone was pleased by the complimentary revival of one of the oldest and most esteemed honours in the order of chivalry. This circumstance had, however, been forgotten, and the latter-day critical Native journalist was possessed with the insane idea that a Page-of-Honour was simply a glorified edition of the boy in buttons, with whom he himself may have come in contact in a Bloomsbury boarding-house. Accordingly he inveighed in good round terms against the appointment of scions of Native nobility as Pages-of-Honour, on the ground that it was an "indignity." The absurdity of the mistake was explained in an official *communiqué*, and no doubt the offenders are duly abashed. But the incident is illuminating, as showing the possibility of error, and the not inconsiderable harm the Native Press may do by airing its ignorance.

There are two other points in connection with the Durbar as to which a little criticism might have been more reasonably anticipated, although in neither case is there any just cause for complaint. It is very unfortunate indeed that, owing to the number of Ruling Chiefs who will be present, it will be impossible to carry out the regulated firing of salutes on the arrival and departure of each Chief entitled to guns. As I have mentioned once before in these notes, the Native Chiefs attach tremendous importance to these salutes, and they will be most bitterly disappointed when they learn that their accustomed honours are not to be accorded to them on this great occasion. It will be in vain to assure them that the firing of salutes would occupy about half a day, and would therefore cause the Durbar itself to be seriously prolonged. To a Native time is nothing, and I am quite sure there is hardly a Native Chief who would not willingly sit solemnly still for half a day rather than forego his guns. However, the matter appears to be settled, and guns, as well as ceremonial visits to, and return visits from, individual Chiefs are to be dispensed with.

Another little detail, which in Oriental eyes may rob the Durbar of some of its dignity, is the exhibition by Lord Curzon of what will be regarded at home as real thoughtfulness and consideration for his guests' comfort. His Excellency

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has ordered, we are told, through a Bombay firm, a large number of ladies' and gentlemen's bicycles for the use of those who are to be put up at the Viceroy's camp, and there is very little doubt that his forethought will be highly appreciated; but I do not think that the Native Chiefs and nobles present at the Durbar will at all approve of such an exhibition of Viceregal hospitality. Even the most enlightened of them hold, I fancy, pretty strong views as to the propriety of using either horses or elephants, even for purposes of sight-seeing, during the course of some great historical ceremony, and will be rather sorry to see the Viceroy's guests scuttling about Delhi on "bikes." Of course to our Western minds such views seem childish, and many will say that we can afford to disregard them; but I do not think that this will be the attitude of those who know India well, and who are anxious that every detail of this magnificent Durbar should be in perfect keeping with the central idea.

The returns of deaths from wild animals and snakes in India during 1901 have just been published, and in both cases an increase is indicated. Snakes are said to have killed 22,810 persons, as against 22,393 in 1900, but, as I have before explained in these notes, many of these deaths are probably cases of ordinary poisoning in out-of-the-way villages, which the village headmen have not thought it worth while to make a fuss about. These returns, therefore, may be regarded as untrustworthy, but the fact that 1,859 persons were killed by wild animals, as against 1,429 in 1900, is rather serious. Tigers are the principal offenders, having killed 1,171 persons, of whom 162 lost their lives in a single district of the Central Provinces.

Talking of the great Indian carnivora, a story comes from Secunderabad to the effect that a young panther, belonging to a gentleman who was staying at a hotel in the station, recently got loose, and sought refuge in the kitchen, to the immense consternation of the native cooks. After a good deal of fuss, two "well-known sportsmen" routed out the beast and shot him—a very sensible proceeding, possibly, but one which it seems hardly necessary to have commemorated by a photograph of "the sportsmen and their trophy." One of two young tigers we had as pets in my regiment got loose, and was found in the bathroom of a neighbouring house; but he was luckily not old enough to be very dangerous, so instead of being routed out and shot by well-known sportsmen, he was merely shut up, and a note sent over to his owner requesting him to remove his cat, or something pleasant and polite of that sort.

NATIVE ARMY SIGNALLING CLASSES IN INDIA.

"Navy & Army."

Photo. Copyright.

THE MEERUT CLASS OF 1901-1902.

The 1st and 2nd Central India Horse, 3rd 5th, 6th, and 7th Bengal Cavalry, 4th, 7th, 8th, and 13th Rajputs, the 39th and 49th Garhwal Rifles, 6th Madras Infantry, 48th Pioneers, 6th and 10th Jats, 2nd and 3rd Gurkhas, 8th Bombay Infantry, the 9th Gurkha Rifles, the 1st and 2nd Gwalior, Rampur Imperial Service Troops, Bophal, Indore, Alwar, and Jodapore.

THROUGHOUT the British Army the art of signalling has now been assiduously practised for many years, and in no part of the Army has more attention been paid to it than in the Army of India. It is not, however, much more than twenty years since the systems as taught to British troops were generally extended to the Native corps, and the establishment of regular schools for the latter, on exactly the same lines as those of their European comrades, is quite a recent matter. As long ago as 1878-80 there were many Native regiments in which signalling was taught, and Native signallers did useful work in the Afghan Campaign which extended over those years. The present uniform system of instruction did not then prevail.

The method of forming the nucleus of the class is the selection for a special course of instruction of non-commissioned officers in each regiment. They are, if sufficiently advanced, sent to the central classes which are formed annually at Meerut, Allahabad, Rawal Pindi, and Bombay, also, if we mistake not, Secunderabad, which has been for years one of the most distinguished schools of signalling. The tests that the selected men have to pass regimentally are simply those of reading and sending. As all signallers know, there is much more to be learnt; but if they are found proficient at these essential parts of their duties it is considered that they can be "finished" by a school course of forty-two working days.

The men selected can all read, write, and thoroughly understand English. They have also to be capable of transmitting messages in English at the average rate of ten words a minute by the various methods of heliograph, flag, lamp, semaphore, and sounder. No mean accomplishment this for a man using a language not his own. Of course, in the Madras Presidency there are many soldiers who have been brought up from childhood to read and write English, which language is taught throughout India in the Regimental Schools. The great bulk of English-speaking natives in the Punjab Army, however, learn the language of the ruling race after enlistment. It is astonishing how correctly and idiomatically some of them can speak it. To the mind of one of our well-informed contributors, the English of the educated soldier is "points better" than that of the Babu University B.A., who has probably read and annotated the whole of Shakespeare, besides many of the other English classics, and who affects a high-flown style which is not colloquial.

Naturally the sending and receiving of cypher messages is, at first, slower than that of words which are understood. The native of India is, however, just as quick as—sometimes quicker than—his brother of Europe in surmounting this difficulty.

The signaller requires a good muscular development as well as high intelligence. A glance at the picture we print will be sufficiently convincing that the Meerut class, under Lieutenant W. H. Webber, 3rd Bengal Cavalry, who is the officer in the centre, possessed both qualifications.

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MOTOR-CARS FOR MILITARY PURPOSES.

FOR the last five or six years the value of the motor-car as a military adjunct has steadily been growing. But even though its use has crept into the armies of the Continent, yet the movement is still in its infancy, and during the next thirty years we may anticipate vast strides in the use to which the electric and petroleum car is put for Military purposes. The French, who are by far the most go-ahead people where motor locomotion is concerned, were the first to put the formulated theories of the Military motor-car into practice. They were started by the Staffs of several General Officers during the manœuvres, and were found to be of such value to the directing Staff that, from being an experiment, they became a permanent factor, and now we find General Brugère, the Generalissimo at Paris, directing operations from the back seat of a 36-h.p. motor-car, which in France is capable of covering 45 to 50 miles an hour. In France the motor-car, as Staff Officers' means of transport, has been accepted, and is now a permanent institution. Germany has not advanced in the same ratio. Last year—that is, 1901—quite a number of motor-cars were in use during the manœuvres, but owing to a deplorable accident, this year their use was discouraged, and only one or two were observed as taking part in the actual operations.

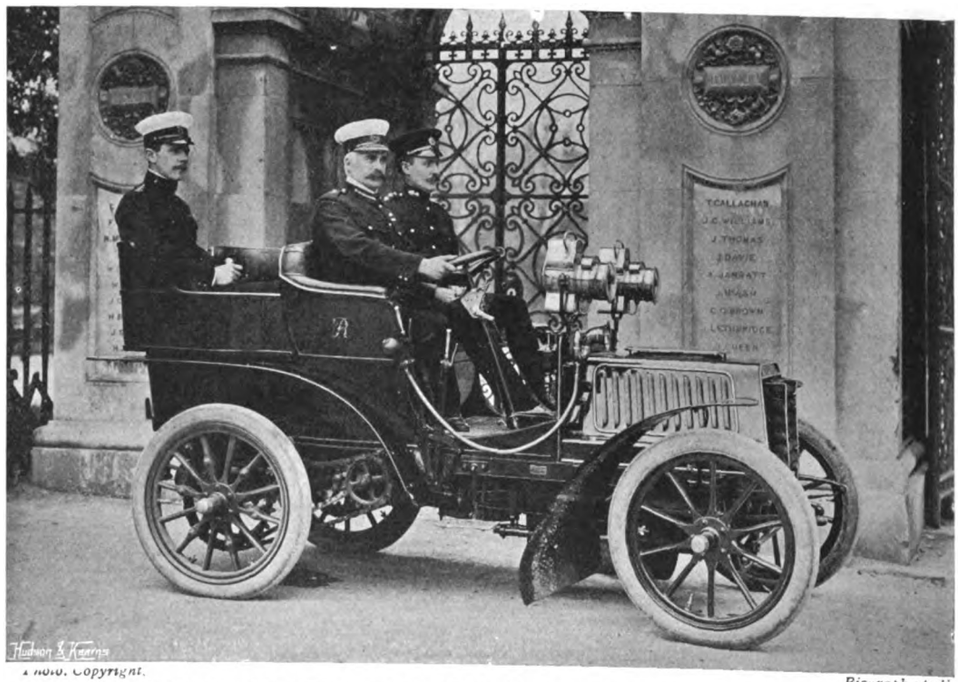

Photo. Copyright. Biograph Studio.

GENERAL FRASER, WITH CAPTAINS KENNEDY AND PATON.

In the 9-h.p. Brush Car built for the War Office.

We in England, though we are always behind our Continental neighbours in the point of time, are beginning to show a considerable leaning towards the motor-car. As will be seen from the accompanying illustrations, several of our Generals have begun to avail themselves of the rapid means of locomotion for the purpose of carrying out their inspections and other duties. In the above we are able to show Major-General Sir H. P. T. Hildyard and his Chief Staff Officer, Colonel the Hon. Sir F. W. Stopford, in his car, which is a 10-h.p. Siamese phaeton, with hood and back seats, upholstered and finished in khaki, and fitted on the driving wheels with the patent "Buffer" solid rubber tyres, made by the Sirdar Rubber Company, Limited. A duplicate of this car has also been supplied to the headquarters of the Army. The other picture shows the Officer Commanding Thames District, Major-General Sir T. Fraser, also patronising this useful, and one might also say necessary, mode of conveyance. Sir Evelyn Wood, commanding the 2nd Army Corps at Salisbury Plain, also extensively uses a motor-car, and it would almost be impossible for him to cover the immense distances which he finds it necessary to traverse at Salisbury Plain if it were not for his petroleum car. We understand that Lieutenant-General Sir John French, who has only just taken over the command of the 1st Army Corps from Sir H. Hildyard, is also very favourably impressed with the motor for Military usage, and it is an open secret that he intends shortly to carry out very extensive experiments with wireless telegraphy and motor-cars.

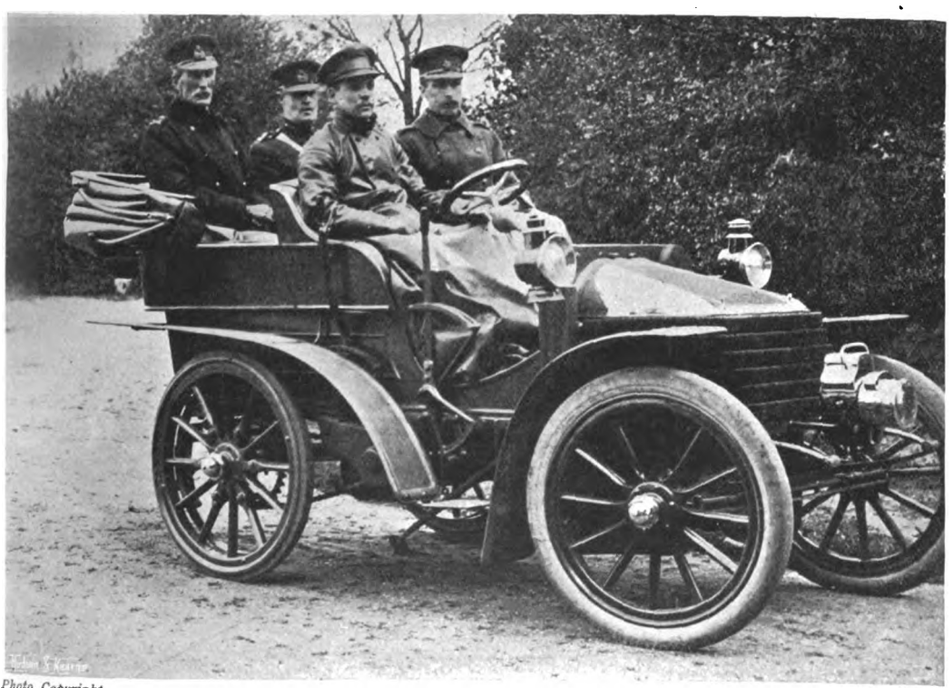

Photo. Copyright. Knight.

GENERALS HILDYARD AND DOUGLAS, WITH COL. SIR F. STOPFORD.

In the 10-h.p. Headquarters Wolseley Motor-car.

The other instances of the use of the motor-car by British officers will readily occur to most of our readers. On the occasion of the Coronation of the King and Queen, the Duke of Connaught, who was commanding the London garrison on that day, did all his preliminary Staff inspection of the troops on the line of route in his motor-car. Lord Chesham, the Inspector-General of Yeomanry in England, does much of his work in a motor-car; in fact, he finds that it is most useful to be able to pay surprise visits to the various corps under his command. Even the sister service—the Navy—has a use for the motor-car, as we find that Naval officers use cars for the purpose of inspecting the coastguard stations.

But so far we have only examined the motor-car from the peace standpoint. What about the more serious question of war service? South Africa never gave the motor-car a fair trial. To begin with, the topographical conditions were opposed to the successful use of the machines, though the Cape Defence Force equipped a motor-car with a Maxim gun. In its present stage of development the motor-car is purely a mechanism for European campaigning. It would be useless in a country like South Africa, which possesses no roads worthy of the name. Nor can it be said that the motor-car has hitherto been produced as an offensive agent. An engineer named Mr. Simms has invented an armour-clad motor, which has already been described in these columns, but it cannot be said that this experimental car was received with universal favour by the expert faculty. Nor has it proved itself yet a satisfactory means of transport. The French have given it a fair enough trial, and have recorded their vote for the present in favour of steam. But we believe that, given time, all these things will come, and that the next few decades will see, for European warfare, the motor-car as one of the principal agents on which senior officers will rely for rapid intercommunication, and conveyance of men and ammunition.

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ROUND THE WORLD.

A STROLL ON THE "PROM."

KEMP TOWN WAY.

BRIGHTON.

"QUEEN OF ENGLISH WATERING-PLACES."

EARLY as it may appear to be talking about Brighton's winter season, there are already signs which point to an exceptionally early beginning being made this year. In London especially we have already had one or two unpleasant reminders that winter is not far distant, and this, coupled with the prospect of a foggy November, is doubtless the main cause for the presence of so many people at Brighton just now. Quite apart from the week-end traffic to Brighton, which of itself is tremendous, the number of residents who daily travel to and from London is also considerable. The journey itself can be accomplished in even less time, and with certainly a far greater amount of comfort, than it takes to reach London from many places only one-third the distance; consequently Brighton is fast coming to be recognised as a suburb of London, a fact to which the London, Brighton, and South Coast line is fully alive. The present daily service of trains leaves little room for improvement, and, thanks to the resumption of the "Sunday Pullman," which covers the journey in sixty minutes, it is now possible to spend Sunday afternoon by the sea, returning from Brighton at 9 p.m. Whatever be the outcome of the Bill to be laid before Parliament at its next sitting for the construction of a fast electric line to Brighton, the Brighton and South Coast Company is fully prepared for all eventualities.

THE AQUARIUM: AT PRESENT A "WHITE ELEPHANT" TO BRIGHTON.

The fame of Brighton as a health resort may be said to date from the year 1783, when George IV. paid his first visit. While little can be said that is praiseworthy of the character of this monarch, we have at least to be thankful to him for having "discovered" Brighton. Thackeray, who at that time was perhaps the most outspoken in showing his dislike of King George, displayed at least a forgiving spirit when he wrote: "It is the fashion to run down George IV., but what myriads of Londoners ought to thank him for inventing Brighton! One of the best physicians our city has ever known is kind, cheerful, merry Dr. Brighton! Hail, thou purveyor of shrimps and honest prescriber of South Down mutton! No fly so pleasant as Brighton flies, nor any cliff so pleasant to ride on; no shops so beautiful to look at as the Brighton gimcrack shops, and the fruit shops, and the market!"

That is Thackeray's description of Brighton when yet in its infancy. What would he say of Brighton up to date, with its magnificent buildings and improvements, not to mention such palatial hotels as the Metropole and the Grand?

Attempts, too numerous to mention, have been, and continue to be, made from time to time to snatch from Brighton some of that liberal patronage which it has enjoyed for so many years past; but, so far from suffering in any way, the town continues on its upward course.

If you want plenty of life and gaiety, visit Brighton in winter. There you will obtain a full measure of enjoyment. You can defy the fog-fiend of London, and yet, should business call you thither, reach the metropolis in no time. To give anything like a comprehensive description of the many amusements that Brighton offers would take more space than we can spare. The sea

THE BEACH HAS ITS OWN SPECIAL "ATTRACTIONS."

THE METROPOLE—THE FINEST HOTEL IN ENGLAND.

front, extending for a distance of four and a-half miles from Hove to Kemp Town, is unsurpassed by any in the world, and will always remain the principal attraction of Brighton. Then, perhaps, come the two piers—the West Pier first, with the New Palace Pier a good second. The former, with its splendid pavilion at the pier-head, provides varied amusements throughout the winter, in which many

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London artistes appear. The New Palace Pier is also a great favourite. But the Aquarium still remains fallow. "What a magnificent site for a winter garden!" you hear echoed on every side. And, forsooth, this is a fact. On a moist day—even Brighton gets its share of stormy weather in winter—what a blessing a good winter garden would prove. Considering the tremendous sum of money the Corporation have expended in various other directions, the winter garden scheme is one that really ought to be seriously taken in hand.

Anybody who is still at all pessimistic over the future of the motor, should take a stroll along the Promenade, where all day long its whiz may be heard; while nearly every hotel of any size has its "Garage" for the use of guests. A canter over the Downs is guaranteed to blow the London cobwebs from off you, and Dupont's for horses is as much a feature of Brighton as Mutton's for refreshments. In winter one can always rely on a good programme at either of the two music-halls, the Empire and the Alhambra, while some of the best London companies are booked at the Eden Theatre and Gaiety Theatre. Brighton is peculiarly well provided with hotels—in fact, for its size and importance there is no other place in England that makes such ample provision for the visitor. The Metropole, which is unquestionably the premier hotel in Brighton, if not in the world, is the property of the Gordon Hotels Limited, and a more ably managed, comfortable, and luxurious establishment one could not wish for. The magnificent conservatory, of which we reproduce a photograph, is an ideal spot in which to while away an hour over your Havana. Another important feature of the hotel is the Turkish baths designed by Mr. Alfred Waterhouse, R.A., which combine luxury with perfect artistic design. The Grand, near by, is another of the fashionable *caravanserais*, while the Norfolk, the Old Ship, and the Royal York are among the best on the front. Silwood Hall, which lies back a bit, though with an uninterrupted view of the sea, is a more modest establishment, while in the direction of Kemp Town we have also a wide selection of hotels, of which Wentworth House affords an example of a moderate, well-kept winter quarters.

THE CONSERVATORY AT THE HOTEL METROPOLE.

THE BAY OF NAPLES STEAMSHIP SERVICE.

[FROM OUR NAPLES CORRESPONDENT.]

THE Neapolitan Society of Navigation has made many reforms in connection with its steamship service in the Bay of Naples. Recently the society expended about half a million francs in improving its steamers. The "Napoli" and "Vittoria" have been much improved and had new boilers fitted. The "Lampo" is being reconstructed, and will when completed have a speed of thirteen knots. The vessels "Regina Margherita," "Fieramosca," "Capri," "Isolano," and "Mergellina" have also been brought up to date, with many additional comforts for passengers. At the yards of Messrs. T. T. Pattison two new steamers of about 500 tons each are under construction at a cost of 970,000 lire. Thus it will be seen that, when these last two steamers are completed, the Neapolitan Society of Navigation will have a fleet of ten first-class boats for service solely in the Gulf of Naples and to Ischia and the Pongo Islands. The Hotel de Londres and Hotel Continental are both near the harbours from which the steamers start, the nearest being within two or three minutes' tram drive, and the other within ten minutes of the Hotel de Londres. The harbour of St. Lucia is almost opposite the Hotel Continental.

The Grand Eden Hotel has been well patronised by high-class visitors during the summer, and its pretty garden, thanks to the taste of the proprietor, Mr. Carl Schwartz, is full of flowers and verdure. The public gardens and streets of Naples might be exquisitely beautiful with flowers and avenues if the municipality were to spend a little money in that direction. The trees planted on the roadsides are often wrecked by goat-herds or street Arabs, and a policeman told me only the other day that he was not going to arrest anyone again, for the last culprit only got three days' imprisonment, which made no impression whatever on him, and no sooner was he released from prison than he was at his old tricks again. Another favourite Neapolitan hostelry, Bertolini's Palace Hotel, is becoming more and more popular, the splendid view from its restaurant and terraces being an everlasting attraction, not to speak of the comfort of the house and the excellence of its cuisine. The season there has already commenced, indeed it may be said to have never ceased. Each week sees more guests arriving, and the restaurant, which is also a favourite place for ceremonial or friendly banquets and feasts, is always well filled.

Madame von Portugall's elegant, moderate, and home-like Pension du Midi is never empty even during the summer. The interior lift is now ready, and takes the visitor from the garden and drawing-room floor up to the other storeys, and out on to the top of Parco Margherita, where it debouches on to Corso Vittorio Emanuele. There the electric trams pass every few minutes in either direction. The Villa, being situated halfway up the hill, has another outlet below on to Piazza Colonna, where another line of electric trams takes one into the centre of the city in a few minutes. The situation of the house is airy, and has pretty views.

THE HARBOUR AT NAPLES.

QUERIES AND REPLIES.

ROYAL SAILORS' HOME, PORTSMOUTH (ENQUIRER).—We are much obliged to you for pointing out the error which crept into our article on Portsmouth in a recent issue. As you were good enough to remark in your letter, the Royal Sailors' Home is presided over by a committee of gentlemen, included among which are many well-known names in the Services, as well as prominent citizens of Portsmouth. As a matter of fact, the establishment over which Miss Weston presides is known as the Sailors' Rest, and while being much appreciated by "Jack Ashore," is, of course, in no way connected with the Royal Sailors' Home, to which we referred.

INFORMATION RESPECTING AUSTRIAN RAILWAYS (TYROL) — The railways of Austria are managed by the Government. The railway connecting Innsbruck and Bregenz, over which you say you have travelled, is interesting for two reasons: firstly, on account of the remarkable engineering skill employed in its construction, and, secondly, because of the magnificent scenery through which it passes. The Arlberg Railway, by which you can ride, travelling *via* Bale, has opened up a number of delightful spots suitable as winter resorts. Among these we may mention Bludenz, Dornbirn, and Feldkirch; while St. Anton forms one of the best centres for tobogganing, ski-ing, in fact, all kinds of winter sports. Landeck is fast growing in popularity as a winter resort, and the Hotel Post is well spoken of. The railway connects at Innsbruck, which is the terminus of the Arlberg line, with the State Railway, which is said to be one of the best-managed and most comfortable lines in Europe.

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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

*** *We much regret that owing to a printer's error the titles to the two large pictures across the pages in the centre of last week's number have become transposed. The upper picture showed the Channel and Cruiser Squadrons in the Grand Harbour at Malta, and the lower one the combined Squadrons at anchor in the roadstead at Nauplia.*

Mems. for Naval and Military Messes.

EVERYONE is glad of a new idea that means extra comfort and a saving of time in these hurried days. And both these qualities are secured in Messrs. Holding and Sons' (of 7, Maddox Street, W., and 4, King Street, E.C.) new "Puttie Knee," to be worn with breeches or knickerbockers. It consists of an attached band of cloth so shaped and graded that when folded round the leg it fits perfectly. It is cut on the bias, so that, though it fits tightly and securely, it has that "give" about it which makes it most comfortable to wear for hard exercise, when the muscles swell and the leg therefore gets temporarily bigger. It also gives great support to the knee, as much as, indeed, or more than can be obtained by an elastic knee-cap.

This invention also does away entirely with buttons, which so often cause great discomfort. To many men, however, the great recommendation of the "Puttie Knee" will be the simplicity of its fastening, which is both neat and easy. The puttie is shaped at the end into a point, which is slipped under the band above, where it remains secure by reason of the manner in which the whole thing is shaped. Field officers and those in cavalry regiments will find it an inestimable boon for their riding breeches, especially when undergoing the fatigues of a campaign.

In view of the increasing popularity of motoring, Messrs. Holding have introduced many specialities in coats, rugs, etc., to be worn when driving. The "Ayrshire Driving Ulster," for instance, is very useful for this purpose, and has the advantage of looking like an ordinary walking coat. It is so cut as to give sufficient spring for the knees when the wearer is sitting down, fitting then as closely and comfortably as an apron. These coats are made in Messrs. Holding's special cloths, and also in ordinary thin cloth for summer and thick box cloth for winter. In every case the material is entirely waterproof, and is smart and workmanlike in appearance.

The Patent Apron for Driving and Motoring is another useful thing sold by this firm. It is made of box cloth of treble thickness or of leather, can be put on before entering the carriage, is fastened securely at the waist, well covers the legs, and is so cut as to be a protection against a damp seat. It also can be fastened round each leg so as to form semi-trousers, and therefore is an invaluable apron for motoring or driving in bad weather. The Holding Patent Apron is also made so that it may be worn by two people most comfortably without any possibility of slipping down.

Captain Maxwell Rouse had a great reception on his return from South Africa to Firby Hall, his home in Yorkshire. A large number of friends had gathered together at the hall to meet him, including General and Mrs. Collins, Captain and Mrs. Lascelles, Sir Henry and Lady Beresford Pierse, and the Rev. and Mrs. Wyndham Pierse.

Prince Arthur of Connaught left on Tuesday for South Africa in charge of an unmounted detachment of the 7th Hussars which had previously been stationed at Aldershot, and, for a short time, at Hampton Court. Prince Arthur is not likely to be long in South Africa, but he will not go to the Delhi Durbar, as was at first thought likely.

The pamphlet recently issued by the Army and General Assurance Association (of 217, Piccadilly, W.) forms a very useful and concise book of reference on the subject of insurances generally, its forty odd pages covering the whole ground of life, endowment, accident and disease, fire, theft, burglary, horse, marine, and fidelity insurances. Special features are made, however, of those schemes which have been particularly adapted to the ever-varying needs and requirements of the Naval, Military, and Indian Civil Services. Working by treaties in unison with powerful companies in each branch, the association has achieved a remarkable amount of success since its formation in 1897, showing how much the extended provisions of its policies, and a prompt and equitable settlement of all claims, have become appreciated by the classes for which it more especially caters.

The "Black Hearts" are very successful in the balls they organise and give at Darjeeling. One that took place in September was no exception to this rule. A dinner was also given before the dance, when the principal guests were Lord and Lady Curzon, Sir Charles and Lady Rivaz, and Sir Power Palmer.

The investiture to be held at Buckingham Palace on the 24th inst. will be exceptionally large, and there will be about 300 recipients of the honours conferred. Amongst these will be all those who figured in the list of Coronation honours and many of the officers recommended by Lord Kitchener for the Distinguished Service Order.

General Corbin, Colonel Johnstone, General Young, and General Worel, all of the United States Army, have been staying in London, having come over after witnessing the German manœuvres, and they leave to-day (Saturday) in the steam-ship "Philadelphia." They have been entertained largely whilst in London. Mr. Choate and Mr. Brodrick were amongst those who gave a dinner in their honour, and on another evening Captain Richardson Clover gave a small dinner and theatre party to which they were invited. Mrs. Corbin, Mrs. Young, and Mrs. Johnstone have also been staying here.

For those who, being connected with the Army, are continually being moved from place to place, the accumulation of books is quite an impossibility. To them, more than to most people, the circulating libraries are the greatest blessing. For the public at large, too, now that it is becoming more and more the custom to live in flats, where accommodation is of necessity limited, anything in the form of a private library is really an impossibility. In these cases, again, the circulating libraries are the only means of obtaining books. Of the well-known firms who cater in this direction Messrs. Mudie are, perhaps, the best known. They are particularly convenient for military people, as they make special arrangements for country subscribers, whilst for their town clients they have a service twice each week for the exchange of books. This is extremely useful for those who have not too much time to be continually calling at the libraries. Messrs. Mudie's two depôts, as everyone knows, are in Oxford Street, close to the British Museum, and in Brompton Road, almost opposite the Oratory. Their monthly lists of books, issued free, are of great convenience to their subscribers.

Lord Tullibardine is about to rejoin the Blues, from whom he has been severed for some time, first for service in the last Soudan Campaign and then for the war in South Africa, where he was in command of the Scottish Horse, which he and the Duke of Atholl—his father—practically raised. Lord Tullibardine did so well in South Africa that everyone is glad that he should be one of the recipients of the Victorian Order, with which the King has presented him.

A piece which deserved to attract more attention than it did was "Secret and Confidential," which has just been withdrawn from the Comedy. Although in general air it was rather too reminiscent of "The Moneyspinner," the piece was well written and better acted. Special praise is merited by Miss Gertrude Kingston, who, in an arduous part, worked hard, and succeeded where a less accomplished actress would have failed ignominiously. The same may be said of her performance in "The Wisdom of Folly," which has just been produced. Her impersonation of Mrs. Rose is a really excellent piece of acting. "The Wisdom of Folly" seems likely to have a longer run than its predecessor.

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THE
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ILLUSTRATED.

VOL. XV.—NO. 299] SATURDAY OCTOBER 25th, 1902

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REAR-ADMIRAL H. J. RABY, V.C., C.B.

THE FIRST MAN TO RECEIVE THE VICTORIA CROSS FROM THE HANDS OF QUEEN VICTORIA.

Although not actually the first to win the V.C., the fact that he was the first to be decorated with it surrounds this fine veteran with a special distinction, apart from a brilliant and noteworthy general career. Admiral Raby had already done good service on the West Coast of Africa and in the Black Sea before he landed with the Naval Brigade to serve in the trenches from October, 1854, to September, 1855. He saw most of the fighting there was to be seen in the Crimea, and won the Cross for bringing in a wounded man under fire at the attack on the Redan on June 18, 1855. He was subsequently engaged and greatly distinguished himself in the suppression of the slave trade.

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True and False Economy.

"RETRENCHMENT and Reform" has been a popular cry in British politics at regular intervals during two centuries, and there is little doubt that it will soon be heard again. The demand for "efficiency," of which we hear so much, shows which way the wind is blowing. It only requires some politician with a personality that can stir the nation to make the cry his own; in a short time he would have the mass of the electors at his heels. We have been spending vast amounts in every direction for many years. The observant have long had misgivings, and now even the heedless are beginning to say that there must be a change. This is the usual course of things. We get a Government in office for one period which is ready to find money for any and every purpose, and which is allowed to do as it pleases because the country is taking no notice. It can even hand over huge doles to its supporters, the Church and the agricultural landlord, at a time when the whole nation is feeling the pinch of lean years—it can even do this without arousing any strong body of opposition, for the simple reason that the taxpayer is not really awake to what is going on. But by degrees the taxpayer's eyes are opened. He cries out that he has been despoiled. He turns and rends the Government in office, and he puts in another pledged to economy and a general overhauling of public affairs. Then we go to the opposite extreme; the pendulum swings as far in one direction as it had gone in the other. A period follows in which all expenses are indiscriminately cut down, and we save our money at the risk of losing our Empire.

All signs point to the probability that before long the reaction will be in full blast. Trade is depressed, employment slack. If we have a hard winter, there will be distress, and distress always affects the popularity of the Government in power. Furthermore, the country is beginning to doubt very seriously whether the present Ministers are, as a body, in earnest, and whether they realise the urgency of the work that cries aloud to be put through. If the Liberal Party succeeds in patching up its differences and finding some one leader to follow with a whole heart, we shall in a short time have a Liberal Ministry in office pledged to the old watchwords of Retrenchment and Reform. Now there are many ways in which we can retrench without any sacrifice. We can put the public service in order. We can insist upon more business-like methods in dealing with national funds. We can suspend the "doles." But the departments in which more economy and better administration will especially be looked for are those which have lately been spending most money. We have added to our ordinary expenditure at the rate of five and a-half millions a year during the last seven years, and "the greatest of all the increases have been in the Naval and Military establishments." Those were Sir William Harcourt's words the other day, and he added to them these others: "Let us insist that the great growth of expenditure shall not go on." The sentiment will find an echo in many quarters; but there is something else that the country must insist upon. It must set its face against any serious reduction in the Naval Estimates. Wherever we save money, we cannot afford to economise over our Fleets. Since 1889 we have been making up the arrears which had accumulated during long years of culpable neglect. Both parties were to blame for this neglect, but each has since done its best to repair the situation, and their efforts have borne fruit in the present state of our Naval defences. These are now, we honestly believe, being kept up to the necessary standard of strength and readiness for war, but they are only just up to that standard. Any relaxation of endeavour would allow them to drop below it. Any ill-advised stoppage of supplies would throw us back to the position of the early eighties, before the Naval Defence Act, before the country at large was alive to the insecure state in which we then were. It is inevitable that Naval expenditure shall be looked into closely when retrenchment begins. But we hope and think that if the Admiralty can show its administration to be wise and as near to economy as circumstances permit, the good sense of the nation will leave the Naval Estimates alone. Could the Admiralty stand the test at present? We doubt it. What the department must do, then, is to set its house in order, to reorganise its business upon sound lines, to cut down all unnecessary expense. Lord Selborne is a First Lord in whom we may safely repose confidence. He has set a number of committees to work to consider all kinds of questions affecting the Navy both afloat and ashore. He is in earnest and he works hard. If he is supported as he ought to be, the Admiralty will rank amongst the most efficient of the great departments of State. We wish we could hold out the same hopes about the War Office. But so far nothing has occurred to show that any thorough-going reform is even being thought of. The War Office seems to have sunk back into its old contented lethargy. The awakening will be all the ruder for it when it comes.

THE "SOLDIER SPURNED."

THE question of the admission of soldiers in uniform to reserved seats in theatres has been arousing a healthy interest. When we referred to it the other day, we expressed the hope that one of the cases in which managers refuse such admission would be taken up and brought to the notice of the licensing authority. An officer, writing in a contemporary a few days afterwards, did offer to deal with the instance we mentioned at his own expense, if the men concerned would swear an affidavit to justify his action. So presumably the manager concerned will hear more of the matter. Whether the "acting manager," who wrote in reply to the officer and defended the offer of this direct insult to the King's uniform, was expressing the feelings of lessees of theatres generally, we cannot say. He mentioned that he knew of one case in which a licence was opposed on this ground, and which resulted in the unanimous grant of the licence, in spite of the opposition. We doubt whether any public body would unanimously quash such a complaint against a manager now. They would at any rate caution him to pay more respect to His Majesty's Forces. It is not as if civilian evening dress were compulsory in stalls and dress circles. Men are frequently seen in them wearing tweed suits. So that clearly there is one rule for the civil population and another for the soldier. And even if the evening dress rule were rigidly enforced, uniform is full dress for soldiers. What else could they wear?

But all these trifling arguments must be brushed aside. The real question is: Do theatre managers look upon well-behaved soldiers as being proper persons to enter wherever civilians can enter, or not? We ought to have a plain answer to this plain question from the proprietor of every place of entertainment in London, and for that matter in the country too, though there the difficulty does not so often arise. Into many amusement resorts abroad soldiers are admitted at half-price. Nations in which every man has worn military uniform and served his country know how to honour their Armies, and try to show in many ways like this that they recognise their obligation to the man who carries the gun. We show it spasmodically, mostly at moments when the guns are urgently required to go off. At other times we take no trouble to make our gratitude apparent, and we tolerate such treatment of our soldiers as that which the two Guardsmen met with at the hands of this theatrical manager. It is not only mean conduct on our part—it is foolish even from the point of view of self-interest. Are we likely to attract the best class of recruits, the class we must have if we are to raise the standard of individual intelligence in the ranks, by letting them see that the man in uniform is openly proclaimed to be the inferior of the man in broadcloth or in tweed?

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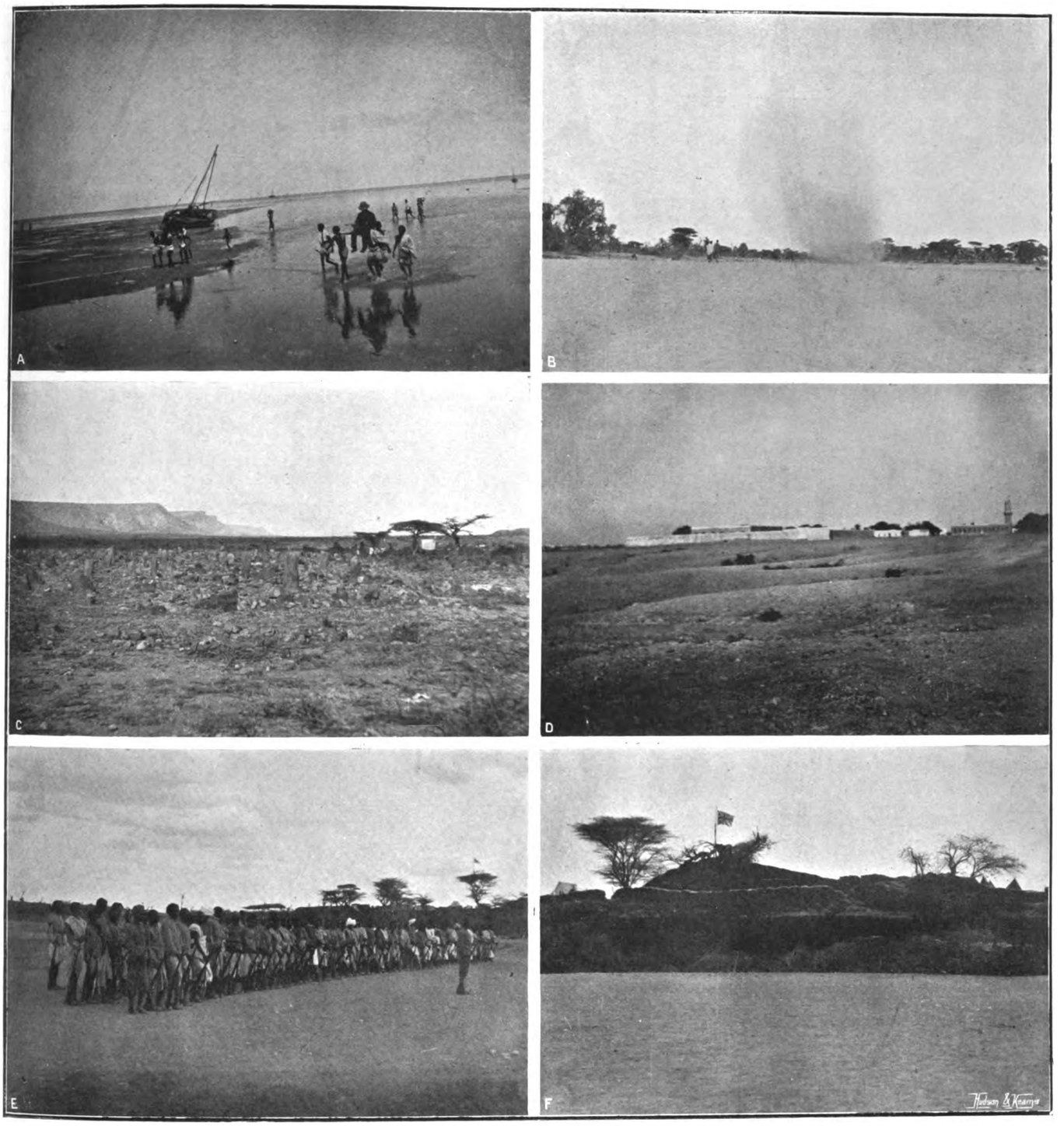
FIGHTING IN SOMALILAND.



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A.—LANDING AT ZAILAH, A NOVEL METHOD. B.—A SANDSTORM IN THE COUNTRY NEAR BOHOTLE. C.—THE TOP OF THE SHIRKH PASS ON THE WAY TO BURAO, SHOWING BLOCKHOUSE BUILT WHEN THE MAD MULLAH FIRST GAVE TROUBLE. D.—THE FORT AT BERBERA BUILT WHEN OCCUPIED BY THE EGYPTIANS. E.—DRILLING UNDER A BRITISH OFFICER OUTSIDE THE WALLS OF BURAO. F.—A VIEW OF BURAO ON THE BORDER OF THE MULLAH'S COUNTRY.

A RATHER painful sensation has been created by the receipt of news to the effect that the force under Colonel Swayne, which is operating in Somaliland against the Mad Mullah, has received a serious check. In the course of an advance through the waterless desert in which the Mad Mullah had taken refuge the British force was repeatedly attacked and, though it succeeded in beating off the enemy, suffered considerable loss. Colonel Philips, Captain Angus, and fifty men were killed, and about a hundred were wounded. Owing to the difficulty of moving forward with so many wounded, Colonel Swayne retired on Bohotle, where he hoped to receive prompt reinforcements.

We have at various times dealt somewhat fully with the operations against the Mad Mullah, and are to-day able to reproduce a series of pictures which constitute an interesting and instructive commentary on the present expedition. It will be remembered that last year a combined British and Abyssinian movement was made against the Mullah, in which the latter was pretty severely handled by Colonel Swayne, subsequently taking refuge in the Haud desert among the Dolbohanti tribe. At the close of the operations Colonel Swayne recommended that Burao should be permanently occupied. This course, however, the Foreign Office, which controls the Somaliland Protectorate, refused to take.

Colonel Swayne commenced the campaign with about 800 men of the King's African Rifles, 60 Sikhs, and 1,500 Somali levies. These latter have been considerably shaken by their recent experiences, and it is evident that reinforcements will have to be sent forward with no sparing hand.

Our illustrations show both Zailah and Berbera, the two principal ports on the Somali Coast, where reinforcements would be landed, a sandstorm at Burao, through which the road runs from Berbera to Bohotle, and Bohotle itself, on which Colonel Swayne by the latest advices was retiring.

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THE PET OF THE IRISH GUARDS.

THE Irish Guards are quite delightfully Irish. It is not, perhaps, altogether remarkable that this should be the case, but still it is worth mentioning in view of the manner in which nationalities do sometimes get mixed up in spite of regimental titles and strict territorial designations. When you find an Irishman like Sir George White deliberately mystifying the Union by winning the Victoria Cross as a Gordon Highlander—to quote a single conspicuous instance—there is surely no harm in emphasising the fact that, so far as can be gathered, His Majesty's Irish Guards intend that in regard to no single detail, however small, shall there be the slightest chance of misconception as to their nationality. Only the other day it was announced that they had acquired as their registered telegraphic address the delightfully suggestive word "Patness." And now they revel in the proud possession of a noble regimental pet in the shape of an Irish wolfhound, to which, to prevent the vague possibility of a mistake, they have, on the decision of Sergeant-Major Burt, given the name of Paddy, and which, in due course, will doubtless do his best to bark with an Irish accent.

Paddy was until the other day known to the dog-loving world, and well and honourably known, as Rajah of Kidnal. He is a grand light brindle dog, whelped on May 25, 1900, and was bred and owned, up to the date of the Crystal Palace Dog Show, by Mrs. A. Gerard of Kidnal House, Malpas, Cheshire. He is by Champion O'Leary out of Cheevra, and is described as a particularly "good mover all round," which he will need to be if he is to follow the Irish Guards "through thick and thin." His selection as the pet of the regiment was due to an offer on the part of the Irish Wolfhound Club to present to the Irish Guards the best wolfhound submitted by members of the club for competition at a selling price not exceeding thirty guineas. By "best" was understood the hound best fitted, in the opinion of highly competent judges, by age, promise, quality, and general appearance, to be trained for regimental purposes.

The competition was an interesting one, and it is pretty clear that sentiment entered largely into it, for there is no question that a dog like the ex-Rajah of Kidnal cannot readily be bought for thirty guineas. When, after a most painstaking examination of ten competitors, the choice of the judges unanimously fell on the fine animal whose portrait we print herewith, great satisfaction was evinced, and a pretty little ceremony of formally taking over charge of the new regimental pet was gone through. Two officers of the corps were present as spectators in undress uniform, and the dog was duly handed over to Sergeant-Major Burt, Quartermaster-Sergeant Tinckler, Colour-Sergeant Benson, and two drummers of the regiment.

Photo. Copyright. "*Country Life.*"

PADDY, LATE RAJAH OF KIDNAL.

Presented by the Irish Wolfhound Club to the Irish Guards.

THE 2ND V.B SOUTH WALES BORDERERS.

Photo. Copyright C. H. Smith.

COL. J. F. EVANS AND OFFICERS OF THE REGIMENT.

Reading from left to right the names are—Back row: Capt. H. A. Birrell, Capt. H. W. Berthon, Lieut. C. A. Evill, Lieut. E. H. Partridge, Lieut. W. R. Jackson, Lieut. L. F. Stedman, Capt. F. G. Dawson, Capt. B. T. Kees, and Capt. H. P. Phillips. Second row: Rev. T. Theophilus, Major J. C. Llewellin, Col. F. Evans, Major C. H. Smith, and Major F. J. Richards. Front row: Lieut. J. Lawrence, Lieut. E. S. Williams, Lieut. L. Rowe, Lieut. F. J. Trump, Capt. T. Summers, Lieut. G. L. Perry, and Lieut. H. J. Shepard.

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CORONATION CELEBRATIONS IN NEW ZEALAND.

"ONE of the most important and impressive demonstrations that has ever taken place in the annals of the Colony." Thus the *New Zealand Times* describes the celebration of the crowning of the King-Emperor in the land of the Southern Cross. And who shall doubt it? The assembled thousands, whose happy voices raised songs of exultation and praise, gathered in the Basin Reserve, Wellington, to pay their tribute of respect and homage to the successor of the Mother-Queen, were visibly impressed with the importance of the occasion. Yet traces of the sobering influence of those dark wings of Death that had hovered for a few pain-beladen days over the couch of the beloved Sovereign was still to be seen in all faces, despite the holiday attire and gay laughter which floated in the air.

Wellingtonians did not need to rise so early as did Londoners on the famous 9th, but early enough regiments of Regulars and Volunteers paraded the streets, brass bands recalled the slothful from a too protracted "snooze," and on Lambton Quay, in front of the Government buildings, a large crowd circulated. At eleven o'clock a procession left the town for the Reserve, headed by the Garrison Band under Lieutenant Herd. The Governor's bodyguard was provided by a troop of veterans, commanded by Captain G. Beamish, and no little interest was manifested in the troops freshly-returned from the veldt. The Naval Brigade was also represented, and the schools sent detachments, whose smartness and neatness were scarcely beaten by their older companions in arms. In honour of the Queen-Consort the Danish Society sent a party, whose appearance was greeted with loud shouts.

At the Basin Reserve there was an animated scene. Speeches were made by the Governor, the Acting Premier, and the Mayor of Wellington, all referring in patriotic terms to the object which had brought them together there. Not the least interested of the spectators were a number of Maori chieftains, who had come specially to be present at the celebration.

In the afternoon, when the proceedings in the Basin Reserve had concluded, Lord and Lady Ranfurly held a reception at Government House. The invitation was an open one, and a huge concourse of citizens naturally took advantage of the opportunity. His Excellency and Lady Ranfurly were most attentive to their guests, and shook hands with even the smallest child present. Refreshments were provided, and were, of course, thoroughly enjoyed, and it is safe to conjecture that it will be long before those who had the good fortune to be present will forget Coronation Day.

But by far the most successful event of a brilliant day was the illumination of the town in the evening. As soon as the shades of night had set in, the sightseers began to flock to those points which instinct told them would be most likely to give a good view. Despite the threatening clouds, which did even at one time let some few drops of rain fall, the weather held fine, and the absence of wind added undoubtedly to the effectiveness of the illuminations. To estimate the number of people present were an impossibility, for not only were townsmen there, but all Suburbia with his wife had turned out, and from many outlying villages farmers had come in with their spouses to see the sights. The idea of switching on all the lights of the principal buildings at one and the same instant was a singularly happy one, and as the floods of light streamed upwards into the Cimerian darkness of the night, ejaculations of awe and amazement broke from the wondering crowds. Moored in the harbour was the "Ringarooma," a solitary representative of that latent power which underlies the stability of the British Empire, all picked out in white lights, showing clear and defined against a vague black background where not a candle gleamed. Towards midnight the lights were put out, and slowly the crowds filtered through to their homes, the Maori greeting they had seen in the Post Office windows lingering in their hearts:

"E te Atua, kia ora te Kingi."
(Let the King live for ever.)

NOTE THE FINGER-POSTS OF EMPIRE.
Sir J. G. Ward, Acting Premier, addressing the crowd at the Basin Reserve.

FROM THE HANDS OF HIS EXCELLENCY.
Presentation of war medals to members of New Zealand war contingents.

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"LONG LIVE THE KING!"
Conclusion of a speech by the Mayor of Wellington.

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CORONATION DECORATIONS ON THE GOVERNMENT BUILDINGS.

Most elaborate illuminations were made here, taxing the ingenuity of the Government electrician to the utmost.

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"GOD BLESS THE PRINCE OF WALES!"

The Governor (bareheaded) and party at the Basin Reserve on Coronation Day.

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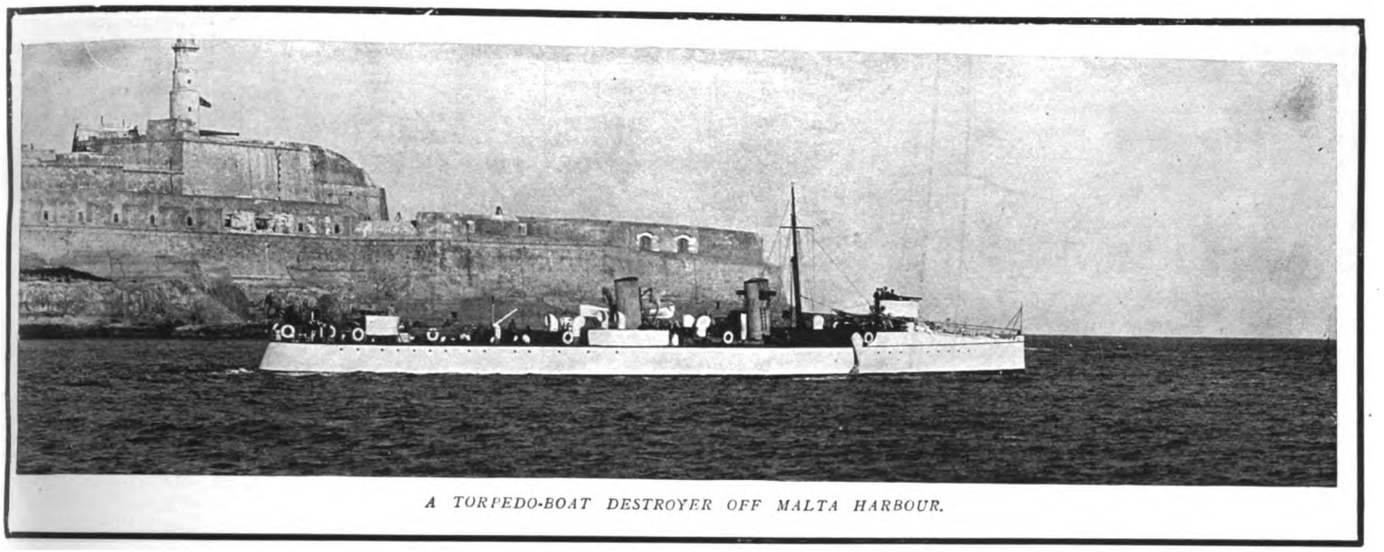

A TORPEDO-BOAT DESTROYER OFF MALTA HARBOUR.

THE SEA-POWER OF THE NATIONS.

A Record of Policy and Progress from Week to Week.

By JOHN LEYLAND.

LAST week attention was drawn in this place to the important questions which are now engaging the attention of the Admiralty and the nation concerning the reorganisation and training of the commissioned personnel of the Navy. The questions raised are all involved in the supreme necessities of Naval efficiency, and with them of national security and prosperity, and are to be treated under the light of experience with much profound thinking. There is to be no more tinkering, we are assured, with this portion of the Naval organisation or that, but a further rational and logical development of the system. Policy and system are the two essentials for Naval efficiency, and inasmuch as we have just been commemorating the victory of Trafalgar and the death of Nelson, whose whole life was a lesson in logical policy and efficient system, it may be salutary to enter into a consideration of one aspect of the subject. There is a popular and mischievous idea prevalent among the uninformed that Nelson was the one man who gave us victory, that he was the essential seaman; and just in the same way we find popular organs of the Press even now extolling the merits of one officer or another, and proclaiming that unless his ideas or brains be utilised, the Service, and with it the nation, may well go to the dogs. But the truth is that Nelson was the crown and fruit of a system, the most brilliant of many men that system produced, and that without the organisation which sprang from the system his genius would have been in vain. It was a bad system in many ways, we must admit, but it had at least this great and saving virtue, that it adapted the fighting man to the art of fighting in every part of his training and of his mental equipment, and that it was based upon a well-grounded policy that gave us both ships and men. It was the system that kept us prepared, for example, after the Peace of Amiens, making us ready for new hostilities, while a weaker policy in France had brought about conditions that were deplorable.

My real purpose is to suggest that the sound work of the Admiralty should be followed with both interest and sympathy by the country, and that the forthcoming proposals should be regarded in their right light as elements in national Naval policy. A definite policy, not only in regard to officers and men, but in relation to every department of Naval activity, is the great requirement of the nation. The vivifying influence of unchanging purpose upon national endeavour and prosperity is not a matter to be overlooked. We have long been fortunate in that respect. We have known to what our efforts were to be directed, and have unflinchingly accepted very heavy burdens in order that our purposes might be accomplished. In the matter of ship-building, though contractors have had many reasons for discontent, and some of them have suffered heavily, the effect has been to stimulate national industries, and to foster the development of vast private establishments, which are among the greatest of our national resources. This is a fruit of a continuous policy which encourages the direction of effort to Naval work by providing a constant demand for industry and labour. In great yards like those of Armstrong and Vickers, the yards on the Clyde, and the Thames Ironworks, Yarrow, and Thornycroft on the Thames, we have invaluable means of Naval expansion. But if there have been no fluctuations in the broad direction of our policy, there have, within the past few years, been many in the execution of the business; and it has been possible to trace some unfortunate effects upon our national industries.

We could have no better illustration of the importance of what is here suggested than is offered by the German Navy. Since the Emperor entered upon his vigorous Naval campaign, and, by basing his advocacy upon the claims of the Colonial party, brought about a prodigious expansion, culminating in the passage of the Navy Act, there has been a surprising development in all those industries which are connected with ship-building, and the capital invested has quadrupled within a very few years. We see that the Empire is now provided with private yards which are quite comparable to our own, while the national dockyards are being greatly improved. The Germania Yard of Herr Krupp, for example, is fitted with every resource for ship-building, and is in relation with the great steel and gun factory at Essen, the considerable establishment at Annen, the Gruson Works at Magdeburg, and other establishments. Thus Germany possesses a private building yard and associated works capable of constructing war-ships complete in every part. These various establishments give employment to over 43,000 persons, and, including women and children, nearly 150,000 are supported. The works are capable of undertaking ship-building of every class, and of constructing railway and other material upon a very large scale. When we remember that Germany has other very large private establishments in the Vulcan Yard at Stettin, the Wesser Yard at Bremen, and the Schichau Works at Danzig and Elbing, we shall recognise what has been the influence of the Kaiser's policy upon the prosperity of his country in ship-building and its allied industries.

The state of affairs in France presents another picture entirely, and there we have a lustrous illustration of the evils that result from the want of definite policy. A constant succession of Ministers, succeeding one another with rapidity, and each possessed with strongly marked views, has had a disastrous effect upon Naval progress and construction. There has been no continuity, no conception of a great purpose to be attained, but always a wasting of effort and an expenditure of money without adequate results, through the fitful building of a fleet which, until recent times, has always lacked homogeneity. The French Navy is once again the victim of a new *orientation* of its affairs, and discontent is rife in the Service. Suitable officers are not easily secured, and the numbers are at present insufficient. If the new Minister of Marine should remain in office long enough, he will do his best to undo what his predecessors had achieved. He has already raised suspicions in the minds of those whose interests are bound up with the work of Naval construction, and everywhere it is possible to trace the disastrous effects of uncertain and unstable direction.

The United States Navy offers a partial illustration of the same thing. There the Government launched upon a great ship-building programme without having complete means for carrying it out, and the necessity of providing officers was

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entirely forgotten. Hence it is that the ships cannot all be commissioned as they are brought forward, and some fruit is lost of the work that has been done. There is even now a divided opinion in the United States Navy as to whether it is wise to lay down more ships or not. There are many who declare that they do not wish to see ships put in hand until a great measure has been passed providing a sufficient number of officers for the fleet. This somewhat unsatisfactory character of American Naval expansion has not yet greatly affected the establishments which depend upon the Navy, but progress is slow, and not what well-wishers of the United States Fleet would desire to see.

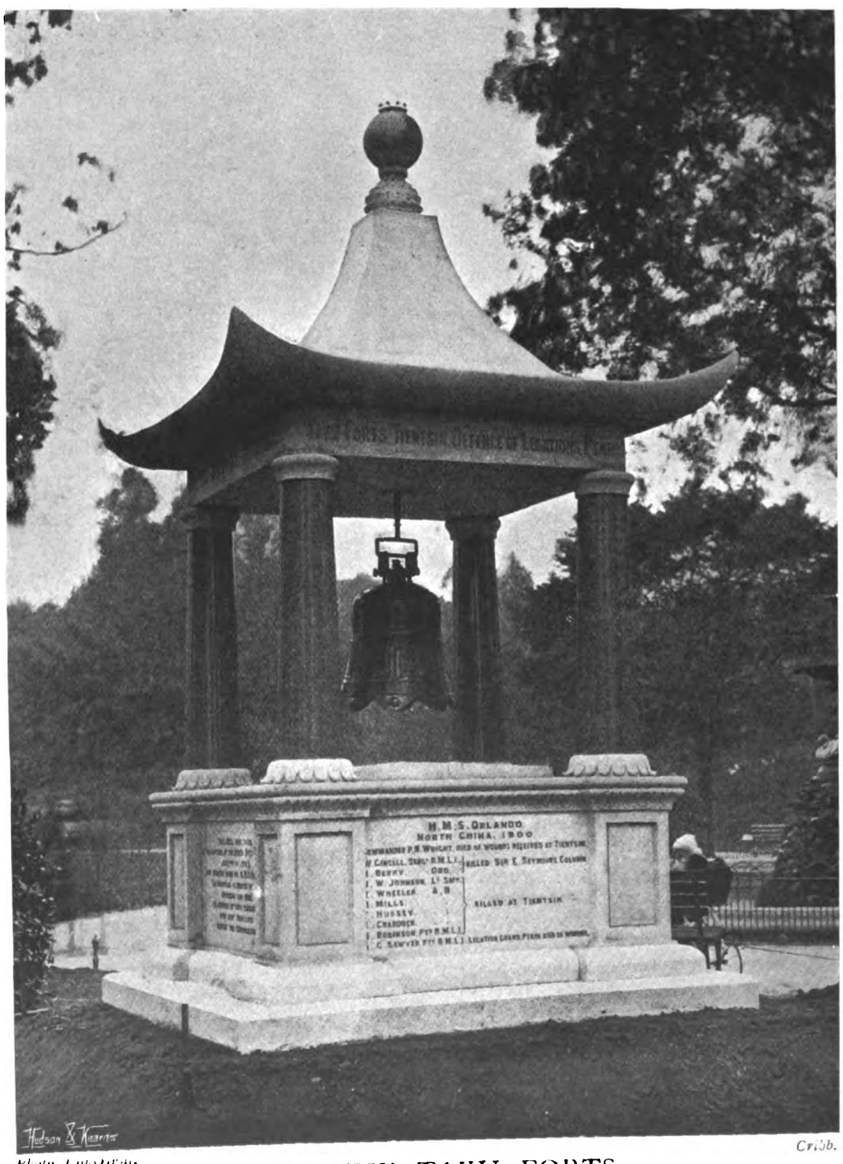
These remarks have been made with the purpose of suggesting that the work the Admiralty at home has taken in hand must be regarded in relation to its broad and continuous nature. When the history of the present Board comes to be written, it will be recognised that its work has possessed some character of thoroughness. It is placing the Home Fleet upon a sound footing, and making it a valuable part of our Naval resources. It has wisely encouraged ship-building and all the related industries. It has, moreover, taken seriously in hand an investigation of fleet tactics. In short, wherever we look, we may see good work being done, and thus the reforms which are in hand deserve the closest attention from the public, as forming parts of the larger policy which fortunately distinguishes the British Navy from some others.

THE "ORLANDO" MEMORIAL.

THE Boxer troubles in China have been fruitful in results, some of which have several times come nearer changing the map of the world than that omniscient person, the "man in the street," imagines. Thus far, however, despite the most energetic strivings on the part of some, although not all, of the Powers, the integrity of the Celestial Empire has been maintained. And beyond a doubt this is due to a certain covert demonstration those British Bluejackets who were landed have given of their readiness to go anywhere and do anything, just as their forefathers did. The tale of the China War has been told so often, the return of each ship which was on the station at that time has led to so many revivals of interest in the question, that there is practically nothing more to be said. Yet how much has been left unsaid? How many secret deeds of heroism have been left unhonoured and unsung? How many young fellows, whose bones lie deep in the earth, separated by thousands of miles of land and water from all that they held dearest and best, would have been acclaimed heroes had they but survived? Who can tell? They are fallen, and mere mortal murmurings cannot recall them. For those by whose side they fell, there remains but the last tribute of respect to a dead comrade's name to pay, and right loyally has every ship's company borne its part.

But a few weeks since we gave some account in these pages of the unveiling ceremony of the "Centurion" memorial by Sir Edward Seymour. For that monument which we illustrate here there is to be no such ceremony. Does not the ship's company mourn its chief? Captain Burke had passed safely through those days of doubt and danger in the troubled seas of Chinese history, and had received the summons home. Light-heartedly the "Orlandos" left behind them the gaieties of Hong Kong, and sailed for England, Home, and Beauty. But on the voyage home their captain was stricken with heat apoplexy, and died just before the arrival of the ship at Aden. In him the Service lost a gallant officer, and although others of the officers had fallen in the campaign, the death of Captain Burke was singularly sad, occurring as it did when all the work was done, and he himself was so near to home once more.

Although he was some little way down the Captains' list, he was still a comparatively young man, having been born in 1853. He entered the Navy when thirteen years of age, and was made sub-lieutenant in 1872. Five years later he reached his lieutenancy, and in 1887 he was made commander. His only war service was with the "Orlando" in China, for which he was awarded the C.B. In 1895 he was Inspector of Warlike Stores, a position he filled with distinction.



FROM THE TAKU FORTS.

A memorial erected in Victoria Park, Portsmouth, by the "Orlandos."

The "Orlando" memorial, as it is popularly spoken of, is in every way typical. In exterior appearance it is Chinese, pre-eminently Chinese, with the regulation spike on the roof, on which all devils ought to become impaled, if superstition counts for anything. And inside is a trophy of the war itself, a bell, large engraved. The whole is designed by Commander Charleton, now of the "Vernon," who served in the "Orlando" during the commission. The bell itself was captured at Taku, and it is inscribed with the following verse in Chinese characters;

"Come, pleasant weather and gentle rain,
The Empire happy, at peace again."

On the sides of the monument are inscribed the names of all the officers and men who fell during the campaign. The memorial stands in the Victoria Park, Portsmouth, the first Naval port of the greatest maritime nation, as Sir Edward Seymour called it, and has been presented to the Corporation, who will know how to guard it as jealously as they do the other national treasures which have been handed over to their safe keeping.

The custom of erecting memorials is one which has much to commend it, not only as a mere matter of sentiment, but also as tending to give to the country landmarks such as will in times to come point to important dates in the history of the British Empire. These memorials will form for the historian of the future some clue to the history, if not of the manners and customs, of the later British Empire.

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A PORTUGUESE BIVOUAC.

THE SPANISH ARMY COMMISSARIAT.

ROUND THE MILITARY CLUBS.

WHAT SOLDIERS ARE THINKING, SAYING, AND DOING.

By RANGE-FINDER.

SOME ITALIAN OFFICERS.

WITH the much discussed and criticised report of the Committee of Inquiry on the matter of the administration of the Army Remount Department during the war fresh in our minds, one is inclined to ask of what use are these committees? What good will accrue from the present Royal Commission now assembled for the purpose of deliberating in secret upon the conduct of the war and the reasons for our lack of preparedness for war? I understand that the matter just now under scrutiny and discussion is the existence, or non-existence, of maps of the areas which became the theatres of operations. Now as the readers of this column will already, I trust, have found out, I hold no brief for anyone; I endeavour to be loyal both to the Service to which I belong and to the public as well. Consequently, I approach all the subjects which I tackle with an open mind, though, of course, I am often in possession of special information which causes me to take a diametrically different view to the theories which are common in the street. I cannot say that I have much confidence in any committee after the recent deplorable revelations; but, glancing at the names of the civilians who form Lord Elgin's Commission, I am constrained to believe that they will not be induced to administer the "kid-gloved" decisions which were the final effort of the Remount Court of Enquiry. Nor do I believe that they will be carried away by the popular theories which exist upon many subjects connected with the conduct of the war.

Now putting aside the petty annoyance which was felt when our frontiers were first invaded, let us proceed to examine the true situation with regard to these maps and the accurate military survey of self-governing Colonies. In Natal there existed an accurate map of the Biggarsberg as far down as Ladysmith. This map was the result of a survey which was commenced immediately after the Jameson Raid, when it was realised that the question of military precaution in South Africa was momentous. Now in Cape Colony no official or military survey existed; neither was there any accurate large scale map of the country south of Ladysmith in Natal. You will at once hold up your hands in righteous indignation. But pause and consider. The unsurveyed areas which became theatres of war in South Africa outside the two Republics—that is, theatres within the limits of self-governing Colonies—would aggregate about 300,000 square miles. An accurate military survey of this could not be done under £1 a square mile. Therefore, if we had possessed a survey map of the South African Colonies, it would have cost us £300,000. Now what man of sane mind and diplomatic intelligence will contend that we ought to prepare a military survey of the whole of our self-governing Colonies? With an Empire like ours, at the moderate estimate of £1 a square mile, the bill would soon grow into many millions of money. The matter of a military survey of our Colonies in South Africa was put to the Governments of Cape Colony and Natal, but they refused to subscribe anything towards the necessary funds, and the Home Treasury returned the War Office estimates with a sniff. It is our loyal Colonies, who want so much and who are prepared to give so little, who are primarily to blame for the fact that no adequate military survey existed in their countries. As to the mapping of the two Republics, it was, of course, an absolute impossibility for us to go and survey independent territory; but everything was done in the matter of the rough sketching of roads, rivers, and railways that could be done by War Office agents travelling in disguise. Moreover, very considerable maps existed both of the Transvaal and Orange Free State, especially of the former, and copies of these maps were ready for issue long before the generals in the field were prepared to put their accuracy to the test. The true reason why there were no maps is that the British taxpayer could not be called upon to undertake the whole racket of military precaution for his Crown Colonies. It was a case for mutual co-operation, and the Colonial, because it touched his pocket, refused to co-operate.

A very useful suggestion cropped up the other evening in conversation. It was suggested that all our officers should do a course of mountaineering as part of their military education. Now this is a suggestion which will bear looking into. No one will deny that there is no pastime which requires more nerve, pluck, resource, and endurance than stiff mountain climbing. All experts upon the subject agree that mountaineering, especially when combined with shooting, as in the Rockies and Himalayas, is the best training-ground for teaching a man to make quick use of his animal senses; and there will be many who will agree that the best all-round soldiers in India are the little Gurkha scouts, who were originally trained and inaugurated by Majors Lucas and the Honourable C. Bruce of the 5th Gurkhas. A mountaineering friend who recently had the opportunity of studying the battlefields in Natal is convinced that if we had been possessed of a number of officers who understood the art of mountain climbing, we should never have experienced the humiliating issue at Spion Kop. Well, I put it forward as a suggestion, which has pleased me greatly, especially as I have knowledge of the good work which was done by the Gurkha scout, who is, of course, a natural hill man, but was improved 50 per cent. when led by British officers who were expert mountaineers. I can only quote the late Sir William Lockhart's famous words: "If I had two battalions of Gurkha scouts, I would wear out the *morale* of any European army in the first fortnight."

I am delighted to see that Messrs. William Blackwood and Sons are republishing the series of wonderful articles on the war which have been appearing anonymously in their magazine under the title of "On the Heels of De Wet." The work of this writer is different to anything that has hitherto been attempted on the war. The narrative describes the progress of a mobile column engaged in the pursuit of De Wet, and is evidently the work of a soldier who has been on the staff of such a column. The whole story is artistically woven round the adventures of the column, but it teems with sapient suggestions and often thrilling descriptive power. The articles, as I remember them in *Blackwood*, were quite the best that I had read relating to the war, both in subject, artistic description, and military teaching.

There is another book which has been brought to my notice recently, purporting to be a criticism of the work of Lord Roberts and Lord Kitchener. I do not know what authority its writer may have to deal with such a subject, but he certainly possesses the least convincing pen for a military critic that it has been my ill-fortune to meet. The work is simply a "nonsense book," couched in vituperative language.

We have, of course, had the Guards home lately, and the London papers have duly dealt with them. But there is another very distinguished regiment, which has also just come home from South Africa, whose arrival has hardly been noticed. I refer to the 1st (Royal) Dragoons. Forming part of the Army Corps, this regiment, then under

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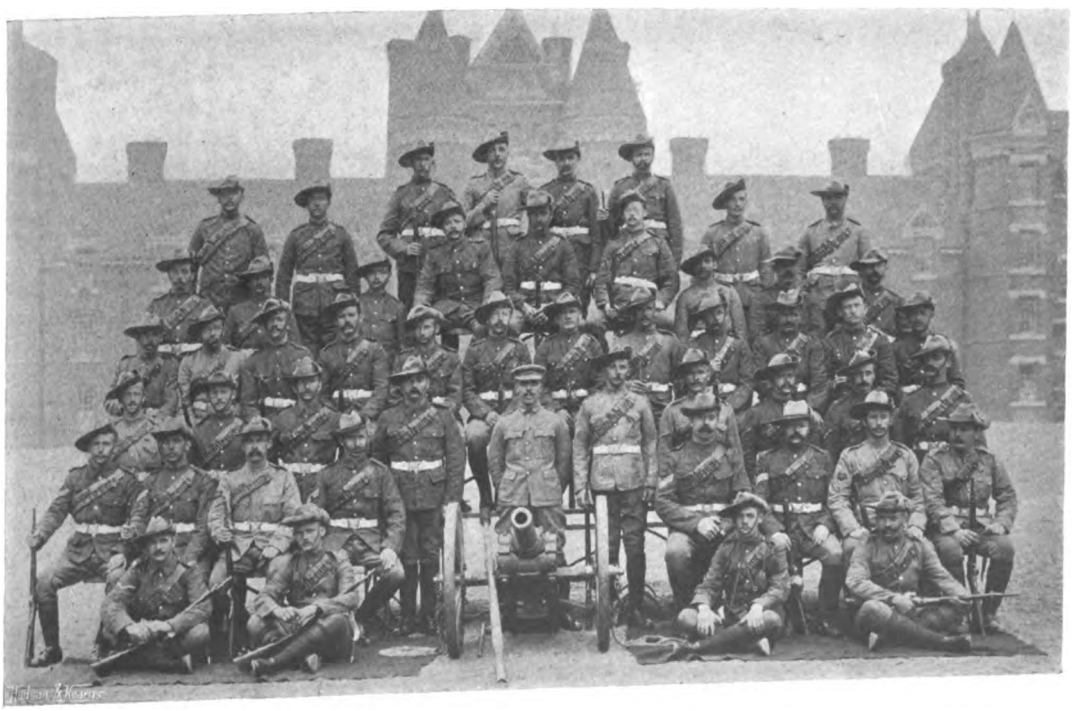
Colonel Burn-Murdoch commenced the campaign in Natal. It passed through all the phases of disaster and disappointment which marked the early history of the campaign. When Colonel Burn-Murdoch was promoted to the command of a brigade, the command of the Royals devolved upon Major Lord Basing, and under this officer the regiment highly distinguished itself. During the latter phases of the campaign it acted as a detached column by itself, and brought off one or two very considerable *coups*. It should be remembered that Field-Marshal the Emperor of Germany is the honorary colonel of the regiment, and report has it that he will shortly pay it a visit of welcome on its return from active service at Shorncliffe. The Royals had considerable touch with Commandant Brand in the Orange River Colony, and found him to be a most enthusiastic soldier. He told the officers he met at the conclusion of peace that he was now so bitten with soldiering he could not give it up. He would have nothing to do with the British Army, but was full of questions about that of our cousins across the Atlantic, and expressed a desire to take service with them.

THE ROYAL GARRISON ARTILLERY.

WHEN, about four years ago, the Royal Regiment of Artillery was divided into two branches — the mounted and the dismounted branch —a very general impression prevailed among those officers allotted to the dismounted branch, the Royal Garrison Artillery, that they would not, unless our seaports and coast defences were attacked, participate in any of the wars of the Empire, except by temporary employment in the ordnance department. So high was the feeling on this point, that the mountain batteries were added to the Royal Garrison Artillery for the very purpose of giving them some sort of a service plum. But the outbreak of the war in South Africa was destined to prove that there would be uses for garrison gunners in all future campaigns. The Boers surprised the world by proving the mobility of heavy position artillery. They transferred their Creusots and Canet guns to railway trucks, and dragged them to the summit of the highest hills. It then dawned upon the British faculty that if the Boers were able to do this, surely it would not be impossible for ourselves. But the personnel and material were not at hand. Readily the Navy came forward to fill the lacuna, and we had the service of those splendid Naval Brigades which have been our admiration during the past three years, both in Africa and China. But while the Naval Brigades were supplying the want, the authorities were building up a scheme for the employment of mobile heavy artillery, and it was here the opportunity arose for the Royal Garrison Artillery. Moreover, as the campaign proceeded there arose a greater demand for Garrison Artillery, owing to the employment of the 9-in. Austrian howitzers in the forts at Pretoria. Thus we find that the campaign produced many opportunities for the dismounted branch, and as will be seen by the pictures which we reproduce this week, it would have been a thousand pities if we could not have made some use of the fine material which Lieutenant T. F. Rynd, D.S.O., had with him in the 31st Company Royal Garrison Artillery. It is just possible now that the war is over that the Pom-pom sections will be taken from the Horse Artillery and handed over to the Garrison branch, but this is not settled. But of the following we may be certain — that sections of mobile position artillery will in future be trained to take the field with every Army Corps, and naturally this will fall to the Garrison Artillery. Moreover, there is every probability that the question of mobile position artillery will be largely developed in a scheme of coast defence which has met the approval of the Ordnance Committee. Of this we may be certain, that whenever this regiment takes the field it will render good service, for its personnel and material are in no wise inferior to those of the mounted branch of the same arm; and we have had sufficient evidence of the splendid work done by the Horse and Field Artillery during the trying times in South Africa. The Garrison Artillery is a magnificent branch of the Service, and, moreover, is possessed all the world over of Militia and Volunteer auxiliaries which, in every sense of the word, are worthy of falling into line with their Regular parent. It is only to be hoped that the 31st Company Royal Garrison Artillery received the welcome home which they deserved.

THE PET OF THE REGIMENT.
The mascot of the 31st Company.



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GALLANT GUNNERS.
The garrison of Pretoria's Forts.

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MAXIM PRACTICE AT FORT BARLEE.

ORANGE WALK, CENTRAL AMERICA.

BRITAIN BEYOND THE SEAS.

A WEEKLY STUDY OF COLONIAL NAVAL AND MILITARY INTERESTS.

By IMPERIALIST.

IT is significant of the increased interest taken at home in every sort of Imperial development that the selection of a Vice-Admiral as the new Commander-in-Chief on the Australian station should have been so closely discussed as it has been from the Colonial as well as from the Royal Naval standpoint. In a recent article in the *Times* the matter was handled with admirable brevity and completeness, the new departure being regarded as explicable in three ways. First, it may merely imply that the squadron is to be increased, as there is every reason to expect it will be, in numbers or strength, or both. Then there is the desirableness of making it certain that the Naval Commander-in-Chief shall always rank in seniority next to the Governor in any of the Colonies, which a Rear-Admiral might not do in the presence of some of the Major-Generals appointed of late to overhaul Colonial Military organisation and equipment. Lastly, it is possible that the Australians may themselves have expressed a wish to see an officer of higher grade than Rear-Admiral appointed to the command of a squadron in which, under any conditions, they must needs take abiding interest and pride.

Singly these explanations are quite adequate, collectively they are convincing, and there is every reason to believe that the actual selection made will be no less satisfactory. This is not the department of the paper in which to examine closely Admiral Fanshawe's appointment in a professional sense, but the writer may be excused for mentioning that he himself once travelled in a ship commanded by that gallant officer, and that he retains a very lively impression of Admiral Fanshawe's personality. The ship in question was the old trooper "Malabar," and the voyage was from Bombay to Portsmouth in April, 1888. A troop-ship may not give its captain many opportunities of displaying his professional abilities, but it generally brings out in rather a strong light his qualities as a man. The fact that Admiral Fanshawe subsequently obtained command of a cruiser, the "Aurora," if the writer's memory serves him, and later was advanced to the post of second-in-command of the Channel Squadron, is sufficient evidence of his Naval capacity. But the majority of those on board the "Malabar" were more directly concerned with his very attractive personal character, which has rendered him to the sister Service one of the most popular and respected officers with which it has ever come in contact.

There is little question but that Admiral Fanshawe's conspicuous tactfulness will be most happily utilised in his new appointment. Now that the immediate future of Australasia's system of Naval defence has been to all appearances settled, it will devolve to no inconsiderable extent upon the Naval Commander-in-Chief on the Australian station to render the arrangements arrived at both acceptable to the local susceptibilities and fair to the Imperial Navy and exchequer. There is not much doubt in the mind of careful observers that the problem to be solved will prove more difficult than it seems at first sight to be, and that the difficulties will arise much more in connection with the Australian than with the Imperial share of the contract. We must not forget that less than two months ago a responsible correspondent, writing from Sydney to the *Morning Post*, was dilating upon the necessity for decentralising the control of the Australian Squadron, and was remarking, "Apparently no control of the local squadron subsidised by us is desired by Federal Ministers even in time of peace; but only that it should be manned as far as possible by our Bluejackets, and if necessary *operated from this base*" (the italics are ours), "so as to be in fact and in sentiment, as well as in name, Australian." Since this was written it has transpired that, in consideration of an increased contribution, the Admiralty has promised to increase the strength of the Australian Squadron, and to give facilities for the employment of Australian seamen at local rates of pay. But between this and the ambitions outlined in the foregoing quotation there is a distinction with a sufficiently obvious difference, and, to put the thing plainly, Admiral Fanshawe may not find it altogether easy to reconcile the more vigorous section of Australian Naval opinion to its disappointment.

Still, time works wonders in such matters, and, with many other matters of internal economy and development requiring their immediate and close attention, it is probable that in a year or two there will be if not a revulsion, at any rate a revision, of opinion among Australians as to the desirableness of adding even the modified control of a squadron to their other responsibilities. To this the remarkable contrasts existing between a squadron and a military garrison may indirectly contribute. One does not want to lay too much stress upon such points, more especially in view of the agreement which has been virtually concluded. But the Colonist who attempts to lay down the law too freely on the subject of Naval defence as some Colonists do, and others may do in the course of the next few months, must remember that decentralisation applied to the Admiralty is not to be discussed in the same breath as the decentralisation of War Office administration, for a variety of simple reasons. It is not too much to say that even with her present resources Australasia could be entirely independent—she is, practically speaking, so already—of the War Office, and, in addition, could have a well-organised little army and a head-quarters' staff, departmentally and otherwise complete, within a year. But she would be lucky if in a dozen years, at an extraordinary expenditure of some millions, she could produce an organisation capable of "operating" an Australian Squadron from an Australian base. When, therefore, Admiral Fanshawe arrives in Australian waters and takes up his new command, with, we may be sure, some fine first-class cruiser as his flag-ship, we may hope that Australian Naval sentiment will take the shape of contentment and pride in what Australia has got, rather than that of aspirations which are not now likely to be realised, at any rate for a considerable time to come.

We have received a letter of some length with reference to the alleged niggardliness of the War Office in refusing *batta*—not "batter," as our correspondent calls it—to certain Colonial troops, on the ground that they have done a fortnight short of a year's service in South Africa. No sane person will accuse NAVY AND ARMY ILLUSTRATED of any want of sympathy with the Colonial Forces who helped us so gallantly in the late war, or of any wish to deprive them of well-earned emoluments. But on the surface we are compelled to look at this matter from the standpoint of cold logic, and, until some rather more cogent reasons than those adduced by our correspondent are forthcoming, we shall decline, at any rate for the present, to enter into any campaign against the War Office on the ground of "needless robbing from our sons, brothers, and other relatives of the scanty fruits of their toil."

Batta, as we understand it, is compensation given as an act of grace for special hardships arising from a protracted campaign, which ordinary rates of pay do not properly compensate. But it will occur to most that the Colonial

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troops which served in South Africa did so at rates of pay altogether different from those at which the British soldier served, and that, therefore, it is a question whether in any case they ought to be entitled to *batta*. We have no precise information on the subject, but we are inclined to believe that the average Colonial who served in South Africa for eleven and a-half months has had at the end of his engagement at least double as much due to him, as balance of pay, than a soldier of a Line battalion is likely to receive who has served an extra fortnight and thus become entitled to the *batta* addition. If this be the case, where is the grievance? Splendid as was the service rendered by the Colonials, it was no more splendid than, for instance, that rendered by thousands of Volunteers who went out with the Service Companies, and we do not recognise the force of any argument which puts the former class at this stage of the proceedings once more on a preferential footing as regards pecuniary compensation. The Colonials have eaten their cake in the form of a high rate of ordinary pay; they ought really not to expect to have it over again in the form of *batta*; but, in any case, to vituperate the War Office because it sticks to the letter of its contract, and will not pay *batta* to Colonials who have not fully earned it, is altogether unfair. It is also to be doubted whether, in spite of our correspondent's very heated language as to our "niggardliness," the average Colonial who has served in South Africa does not frankly admit that he has been, on the whole, most liberally treated by the War Office. Of course, any stick will do to beat a dog with, and the War Office has much to answer for in respect to its adjustment of a variety of claims as well as to various other matters in connection with the conduct of the war. But until we are satisfied that the Colonials really feel strongly on the subject of being refused *batta* to which they are not actually entitled, we see no reason for promoting any agitation on the subject. As to what our correspondent says about the Colonials "compelling" payment of such sums, that is an objectionable and foolish extravagance of expression which is altogether uncalled for, and would, we are sure, be warmly repudiated by the Colonials themselves.

LIQUID FUEL IN WESTRALIA.

IT is quite possible that in time to come liquid fuel will be very extensively used in our Navy. In view of this possibility it is worthy of note that very important discoveries have recently been made in Westralia, which is not only of interest to Australia, but to the Empire. It was at a point about midway between Cape Leeuwin and Albany, where the river Warren finds its way into the sea, that the first indications of the presence of mineral oil were observed, and the sea here in calm weather is covered with a film of oil which, although thin, is clearly perceptible at points within easy view of the shore. Another fact which goes to prove that petroleum exists here in large quantities is, that after heavy weather masses of a viscous material, which is locally known as asphalte, is found, and this on analysis proves to be nothing more nor less than solidified petroleum.

Mr. Goezel, a noted Hungarian geologist, is making careful examination of the whole district, and experts have been sent out to explore what may be virtually described as an uninhabited tract of country, which is covered with dense forests, and in some places the undergrowth is almost impassable. As in California, Texas, and Pennsylvania, the conditions which have been observed all point to the fact that large stores of petroleum exist, but, of course, a good many trial bores will have to be made before an artesian supply is struck.

A SCENE OF SOLITUDE.
The jetty at Busselton, West Australia.

From an Imperial point of view the chief interest of these discoveries is centred round the possibility of eventually establishing a "petroleum Naval base" at Albany. In this matter our watchful seamen has not been asleep nor idle, for the Westralian Mining and Oil Corporation has opened up negotiations with the Admiralty for a provisional contract to lay down the necessary pipes to Albany, and erect there large storage tanks with a capacity for meeting the requirements of the Fleet in the matter of liquid fuel. The Admiralty is considering and enquiring into the whole subject. Although at the first glance these steps may be considered by some as rather premature, this is not so, for it is certain that as soon as oil is struck in anything like paying quantities, other Powers will send buyers to represent them into the field, and bid high, with the idea of securing an important monopoly.

Should this kind of fuel come into universal use, the possession of a base at Albany, where it would render it possible to store and utilise for the purposes of the Navy and mercantile marine vast quantities of this fuel, would be very important and valuable.

A feature of liquid fuel is the saving of time and labour which it would introduce, for whereas now a battle-ship takes a good many hours when coaling, she could be supplied with liquid fuel, whatever her capacity might be, in a much shorter time. Pipes could be laid from the storage tanks to the ship, and the petroleum pumped into her at a high rate of speed. The two illustrations on this page give some idea of the country where these valuable discoveries have been made.

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PICTURESQUE WESTRALIA.
A pretty scene on the Vasse River.

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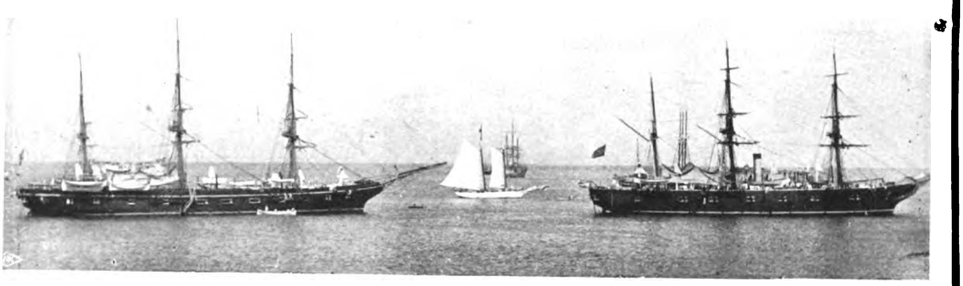
WEST INDIAN TROOPS.



AMERICAN TRAINING-SHIPS.

THE NAVIES AND ARMIES OF THE WORLD.

A Weekly Causerie by David Hannay.

THE question whether Napoleon had a serious intention to attempt the invasion of England will probably continue to be answered in contradictory ways to the end of time. Everyone will solve the problem in accordance with his own prepossessions rather than the evidence. For my own part, I have no doubt whatever on the subject, if only because the whole of the Emperor's actions, during at least two years before he broke up the camp at Boulogne and marched against Austria, become unintelligible unless we suppose that he had a fixed determination to make a dash for our shores if only he could obtain the brief command of the Channel which he justly considered to be necessary for the passage of his troops. It is not my purpose at present to go over the whole ground, but only to quote what may be described as a subordinate or collateral piece of testimony as to the real character of his plans. When, and more especially during his later years, the Emperor was accused of rashness, he was wont to justify himself by the example of Julius Cæsar. If Cæsar, he said, not once but repeatedly, had been particular about his communications, he would never have become master of the world; if he had not fought with a river at his back at Pharsalus, he would not have conquered Pompey. His insistence on this example is so vehement and so often repeated, that one naturally turns to the history of the decisive campaign in the winter of 49-48 B.C. in order to discover what the Emperor had in his mind. When we have read the story, it becomes, in my opinion, much easier to realise what were the calculations Napoleon was making during the long months in which he was organising the army at Boulogne, and elaborating his scheme for the concentration of the Franco-Spanish Naval forces in the Channel.

* * * *

The attraction the story had for the Emperor is easily explained. The substance of it is that Cæsar passed the Adriatic in the face of a superior Naval force, and then—though his communications with Italy were cut—overcame his opponents by his own generalship and the fine quality of his army on shore. When the Dictator crossed the Rubicon and advanced into Italy he had no considerable difficulty in sweeping the Pompeians before him. But Pompey, though he had neglected to get a sufficient army in good order, had collected a considerable fleet—nearly all the Naval resources of the Republic were in his hands. With the help of his ships he embarked all the troops who remained faithful at Brundisium (Brindisi) and transported them to Epirus; then he began to accumulate the military forces of the east. Cæsar, who knew that the best of the Pompeian soldiers were in Spain, decided to dispose of them first; he therefore marched westward, leaving Publius Dolabella to get ready a Naval force on the east side of the Adriatic. A garrison of Cæsarian troops was placed at Curicta, *i.e.*, Veglia, in the Gulf of Quarnero, to serve as a *tête de pont* for an advance into Illyria. While the campaign of Lérida, which gave Cæsar the mastery of Spain, was in progress, Dolabella had formed a fleet of forty war-ships, and he stationed it in the narrow channel between the island of Veglia and the mainland to support the garrison. Here he was assailed by the Naval forces of the Pompeians under Marcus Octavious and Lucius Scribonius Libo, and annihilated; the garrison surrendered. The Pompeians had thus cleared the east of the Adriatic. Their fleet, in overwhelming numbers, patrolled the coast of Epirus opposite Brundisium, with its headquarters at Corfu, and an advanced squadron at Avlona. Avlona is east by south from Brundisium, and Corfu is well to the south of Avlona.

* * * *

The Pompeians in Spain having been shattered and brought to submission, Cæsar came back to Brundisium by forced marches. Whether he had not heard of the defeat of Dolabella, and hoped to find a Naval force to co-operate with his soldiers, or whether he had heard, and did not care to march round the head of the Adriatic, leaving Italy open to a counter-blow, the fact remains that Cæsar came down to the south, and prepared to cross the sea in face of the superior Naval power of the Pompeians. The task was apparently desperate, but Cæsar had a profound reliance on his fortune. He collected a mob of transports, embarked six legions, and sailed. The advance squadron at Avlona did not care to come to close quarters with transports full of veteran soldiers. All battles were then finally settled by the sword at close quarters. Bibulus, who now commanded the main Pompeian fleet at Corfu, could not get up in time. Cæsar was able to get his legions ashore near Durazzo. When he was landed, the enemy came up and sank or captured his transports, but at least he was now able to begin his attack on Pompey.

* * * *

Yet, though he had so far achieved his purpose, few generals have ever been in a more desperate position than Cæsar now was. Pompey was too cautious to act against him with energy, but was none the less a skilful captain, with the larger force at his disposal. On the sea side the Pompeians were watching the whole coast of Epirus, and had placed a squadron close in front of Brundisium to prevent the passage of reinforcements. A competent observer would assuredly have predicted the utter destruction of Cæsar. Yet he escaped, and proved victorious in the end. First, the Pompeian squadron blockading Brundisium had to return to Corfu for water. While it was absent Cæsar's ablest lieutenant, Mark Anthony, embarked a reinforcement and ventured to sea, running before a brisk gale from the south. The Pompeians pursued, but Mark Anthony kept the lead. The force of the wind, and perhaps the fact that the enemy were in shore of him to the east, prevented Mark Anthony from making the land close to Cæsar's camp. He had to run up and land his men in a hurry near Lissus, which is supposed to be Alessio, in the Gulf of Drin. A sudden shift of wind to the north blew off the Pompeians when they came up in pursuit just after the Cæsarian officer had beached or anchored his transports.

* * * *

The rest of the campaign was not Naval. It ended by Cæsar's bold march into Thessaly, the battle of Pharsalus, and the collapse of the Pompeians. Now I think it can easily be understood that Napoleon should have read this story with encouragement. Most captains would hesitate to take the frightful risks incurred by the great Roman, who was playing a desperate game, with the Empire of the World as his reward if he won, and death part of the stake to be paid if he lost. But Napoleon was precisely in that position. I can easily realise that he said to himself, "Why not play as boldly as Cæsar? Once landed, it will be easier for me to defeat the English

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Army than it was for him to dispose of his opponent. After all, Pompey was a much better general than his Highness the Duke of York. If I have fairly conquered them on land, what will it matter to me if my fleet and transports are captured behind me? Bibulus destroyed the transports of Cæsar, but he could not prevent Pharsalus." In some such way Napoleon must have reasoned, and the calculation is not so absurd on the hypothesis that he was certain to conquer when once landed, and that he could afford to see his communications cut by the capture of his fleet and transports.

MAKING RUSSIAN SEAMEN.

THE Thames has recently received an unusual visitor in the Russian training-cruiser "Kreisser." The practice of sending these vessels far from home ports has now become a recognised custom. It is held that with cadets it is well to take long voyages, to give them practical instruction as well as theoretical. In our Navy the custom has lately been in disuse, but is to be revived by the sending to sea of the fourth-term cadets of the "Britannia" in the "Isis." The Russian Government has long recognised the use of sending cadets abroad.

FROM THE BLACK SEA

The Russian training-cruiser "Kreisser" in the Thames.

The "Kreisser" was built at St. Petersburg in 1875, and has a speed of 12 knots, with an indicated horse-power of 1,500. Her length is 214-ft., beam 33-ft., and displacement 1,600 tons. Her principal armament consists of three 6-in. breech-loaders, four 4¾-in. breech-loaders, six Hotchkiss 9-pounders, and one 2½-in. quick-firer. She carries a crew of 213 officers and men, including 100 "petty officers" of the Black Sea Fleet. Those officers whose photographs we reproduce on this page are the ship's officers.

With cadets for the Russian Navy the age for entry is from twelve to fourteen years, and the first year is invariably passed ashore. Subsequently, however, the boys are sent afloat with the training squadron for four years, after which two years have to be served as midshipmen. During these two years it is that the midshipman makes his longest sea voyage, generally to the West Indies and back. But no amount of sea-going seems to give the average Russian seaman that love of the briny which is the natural attribute of his British brother. The Russian is much happier in some quiet shore billet where the stormy winds do not blow—to his discomfort.

The officers in the Russian Navy have discretionary powers in the matter of punishment, which are strangely different from our own. Each rank has authority to punish those of a lower grade, even the rawest young officer being invested with a certain amount of authority in this direction. But as a general rule Russian officers are genial men, and above all they are hospitable.

The "Kreisser" and her officers have made quite a tour of European ports, for, after leaving the Thames, they proceeded to France, where, as allies, they were naturally most hospitably received.

There can be no doubt that cruises such as these tend not only to increase efficiency in seamanship, but give a broader education in the manners and customs of various foreign peoples. There is nothing equal to travel for opening the eyes to the absolute insignificance of one's self and one's country. Such is the impression which every right-minded young man would admit to, any way.

Photos. Copyright. Hudson & Kearns. Helsby.

COMMANDER A. G. BOOTAKOFF AND THE OFFICERS.

Reading from left to right the names are—Back row: Lieut. C. C. Schubert, Sub.-Lieut. A. A Andreieff, Chief Engineer A. P. Porodovsky, Sub-Lieut. V P. Kozakevitch, Sub-Lieut. S. T. Pavlinoff, Sub-Lieut. V. T. Orloff, and Sub Lieut. V. D. Alexeieff (gunnery officer), and Sub-Lieut. A. N. Nikiphoraki (paymaster). Front Row: V. L. Radvorsky (Dr.), Lieut. A. G. Bootakoff (commanding), Sub-Lieut. M. G. Barkoff

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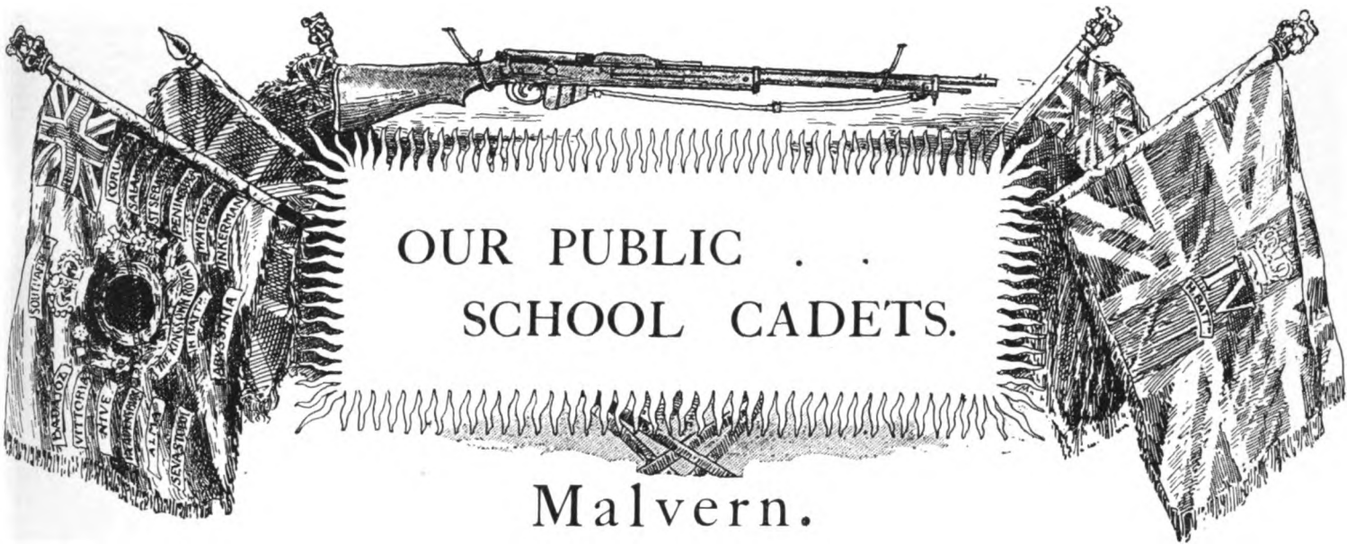

OUR PUBLIC . . SCHOOL CADETS.

Malvern.

By A. E. JOHNSON.

TO those learned in Public School lore it will occasion no surprise to be told that the Malvern College Artillery Corps, which forms the subject of our paper this week, owes its foundation to the initiative of the Rev. H. Foster; for the connection of the house of Foster with Malvern is, perhaps, the most striking example of that close association of a particular family with a particular school which is so frequent a feature of Public School life.

The corps was founded in 1883, and for a short time Mr. Foster, who is now senior assistant-master at Malvern, held the post of honorary captain. In 1884, however, he resigned his command to the Rev. M. A. Bayfield, who remained in charge for the next three years. At first the numbers were small, and in the second year did not exceed sixty. The corps was then "armed" with one dummy wooden gun, on a siege carriage, which was supplemented after a while by a 9-pounder. By 1889, however, the strength of the corps had so seriously declined that disbandment seemed imminent. But at the beginning of the following year Mr. Foster came once more to the front with a scheme for putting the corps on a new basis as regards expense, uniforms, etc., which, being adopted, speedily brought the numbers up to 180, from which point a steady increase has been maintained, until now the corps has an establishment of 240, all boys in the Army Class being required to join.

The Malvern College Artillery Cadet Corps is attached to the 1st Worcester Royal Garrison Artillery (Volunteers), in which commissions are held by the present commanding officer of the corps, Major R. E. Lyon, a keen and popular chief, who took over the command upon his arrival, in 1887, as an assistant-master, by Captain E. C. Bullock, who joined in 1889, and has been acting adjutant to the corps ever since, and by Lieutenant B. Middleditch, who joined in 1901, the first-named being, indeed, second in command of the brigade. The uniform worn is that of the Royal Artillery, with silver substituted for gold, and the silver instead of cloth shoulder-straps which all cadet gunners wear.

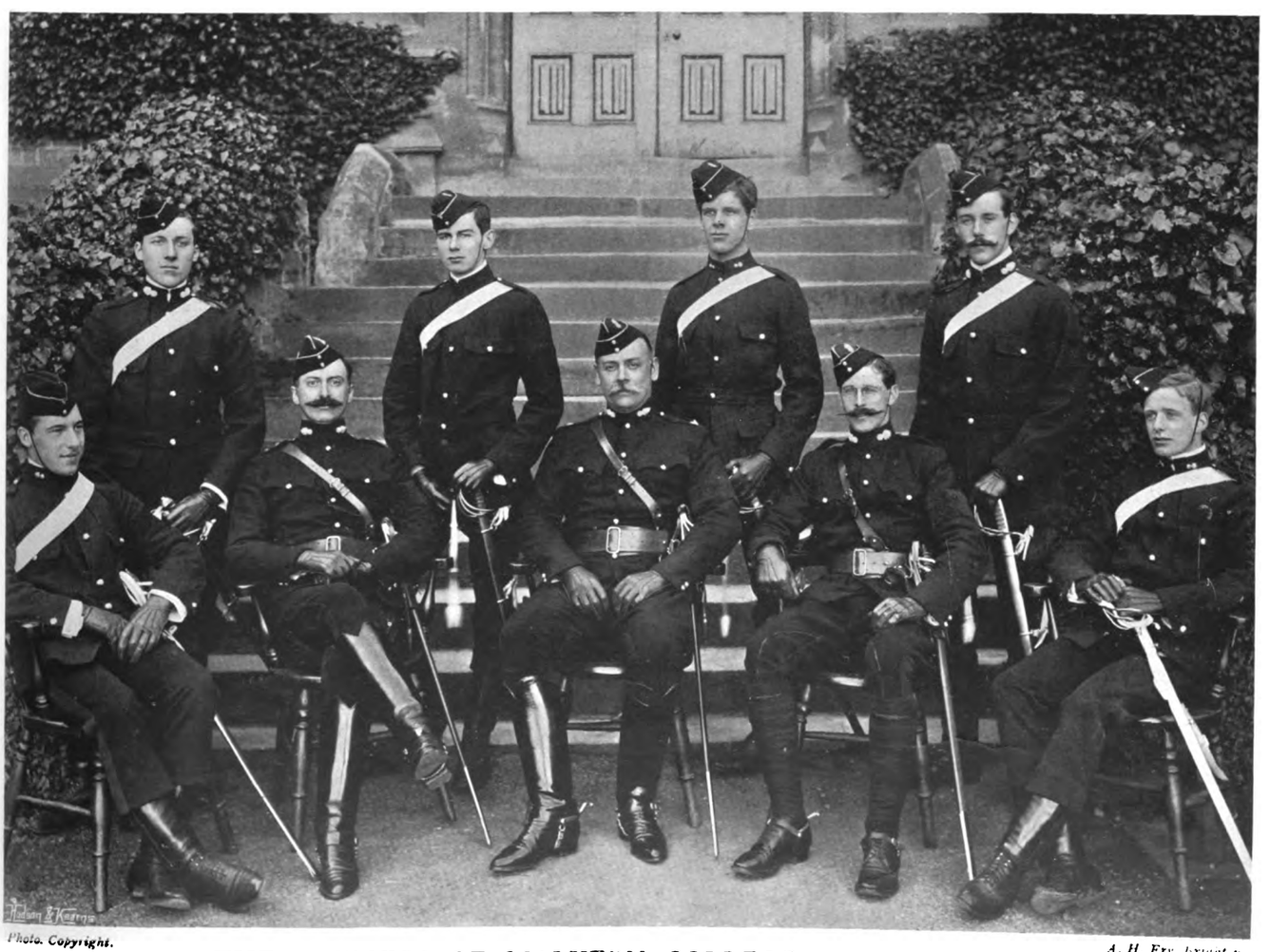

Photo. Copyright. *A. H. Fry, Brighton.*

THE OFFICERS OF MALVERN COLLEGE CADET CORPS.

Reading from left to right the names are—Standing: Second Lieut. Mellin, Second Lieut. Burne, Second Lieut. Harnes, and Second Lieut. Nicholls. Capt. E. C. Bullock, Maj. R. E. Lyon, Lieut. B. Middleditch, and Second Lieut. Hawkins. Sitting: Second Lieut Robson.

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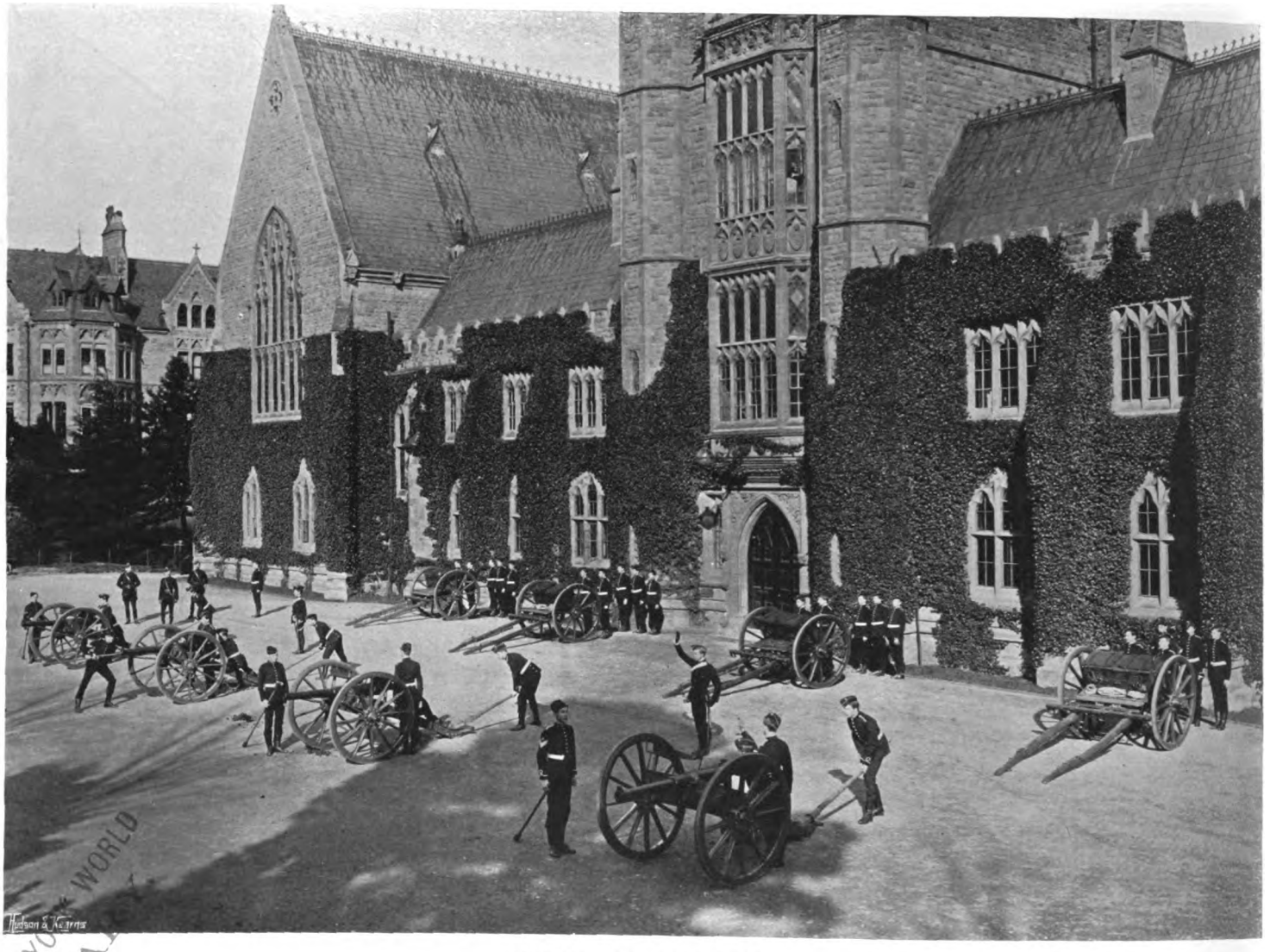
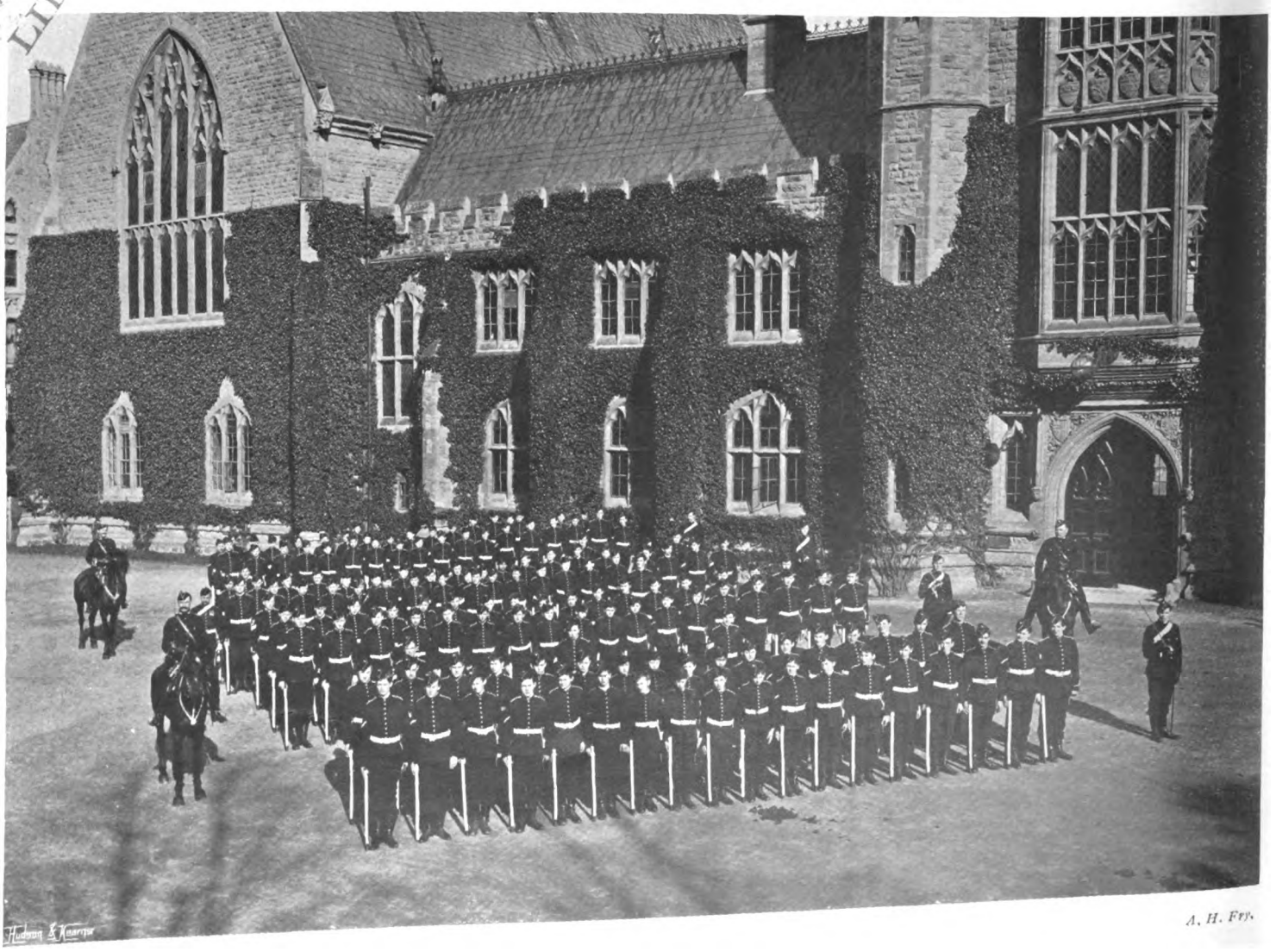


GUNS IN ACTION.

The corps is attached to the 1st Worcester Royal Garrison Artillery (Volunteers).



A. H. Fry.

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ON PARADE.

A full muster of the infantry brigade of the corps.

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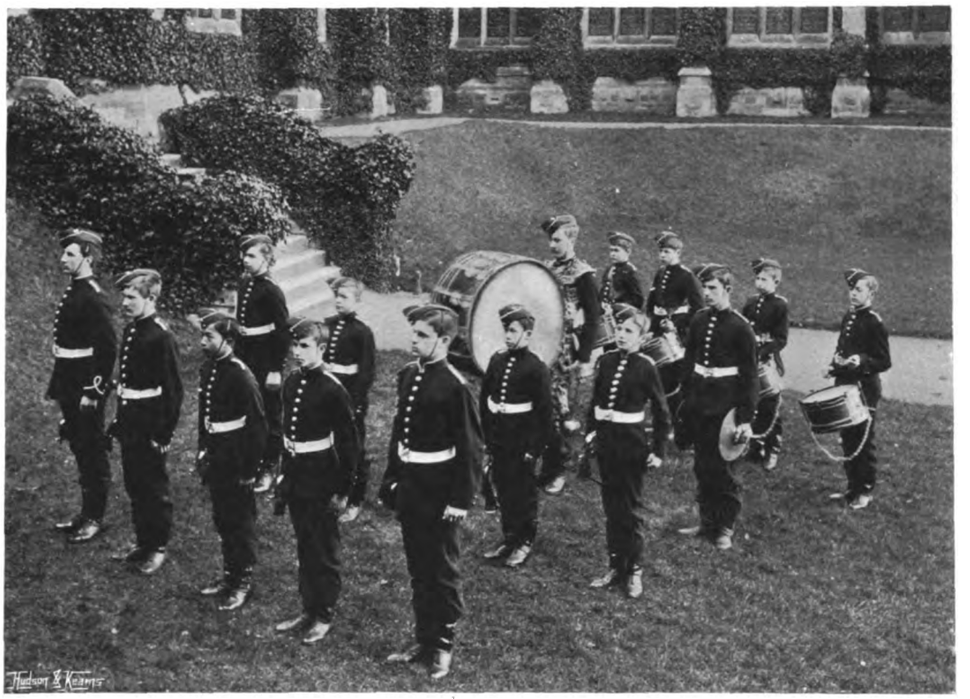
The corps is now armed with four 9-pounder rifled muzzle-loading guns, mounted on field carriages. At inspection and on field days the guns are horsed and used as a Position Artillery Battery. During the summer, parades are held in the evening once a week from 7 p.m. to 8 p.m., and in the winter term, in the afternoon once a week at 2.30 p.m. House gun squads drill at 7 a.m. and at 12.30 p.m. in the autumn term, and there are squad drills at the same hours during the spring term. Recruits drill four times a week, at 12.30 p.m., up to half-term. In the winter term there is an inter-house competition in standing gun drill, and in the spring term a similar one in infantry squad drill, both keenly contested.

The corps attends the big Public School Field Day on the Fox Hills at Aldershot in March each year, and likewise takes part during October in field operations jointly with Cheltenham, Clifton, and Marlborough, the manœuvres being carried out, in turn, in the neighbourhood of each school.

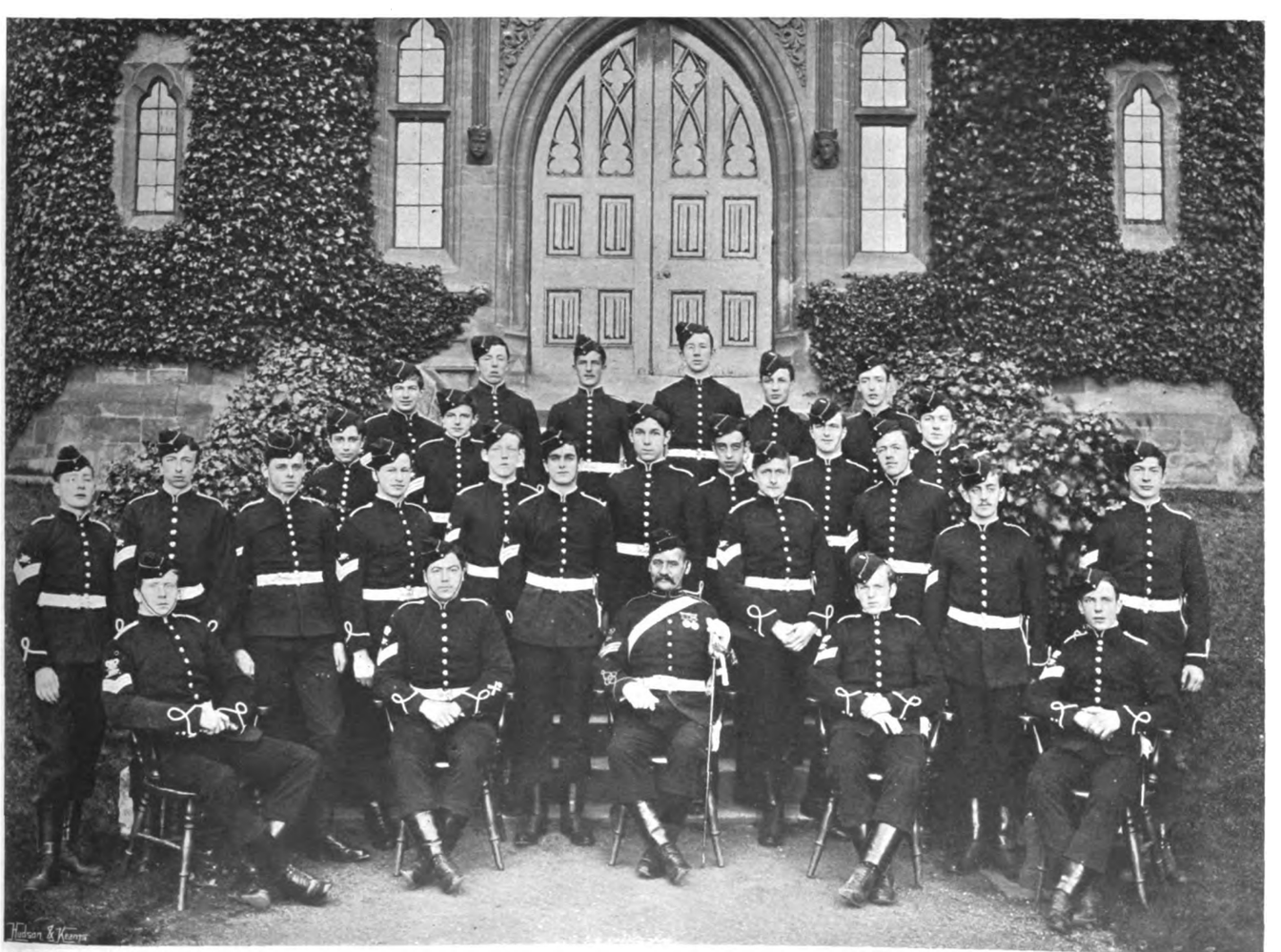
In rifle shooting the corps is somewhat handicapped by the range at West Malvern being not only three miles distant from the College, but also a peculiar and difficult one across a wide valley. Practice shooting takes place there every Tuesday and Thursday, and the Morris-tube range in the College grounds is open on other days at 12.30 p.m. Notwithstanding, the Malvern Eight has never appeared at Bisley in the Ashburton Shield competition, with any measure of success.

A word must be given to the excellent bugle band which the corps now possesses, and certainly a brief testimony to the energy and enthusiasm of the sergeant-instructor, to whom military Malvernians have for seventeen years owed so much. Sergeant-Major Hunter, R.A., retires this year, to the great regret of all ranks, and the corps will be lucky indeed if it secures as his successor as good, keen, and popular a non-commissioned officer as he has ever been.



THE CORPS' BAND.

An excellent bugle band, of which Malvernians are proud.



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THE SERGEANTS OF THE CORPS.

Reading from left to right the names are—Back row: Sergt. Dorman, Sergt. Chambers, Sergt. Potter, Sergt. Brockbank, Sergt. Whistler, and Sergt. More. Second row: Sergt. Sanderson, Sergt. Aubertin, Sergt. Marston, Sergt. Banks, and Sergt. Rathbone. Third row: Sergt. Tate, Sergt. Reid, and Sergt. Bayeley. Fourth row: Sergt. Grant Suttie, Sergt. Gardner, Sergt. Hill, Sergt. Monk, Sergt. Brunton, Sergt. Reynolds, Sergt. Stephenson, and Sergt. Page. Front row: Sergt.-Major Worlock, Sergt.-Major Gibson, Sergt.-Major Hunter (Sergt.-Instructor), Sergt.-Major Potter, and Sergt.-Major Horsle.

A list of the Schools which have already appeared will be found on page 148.

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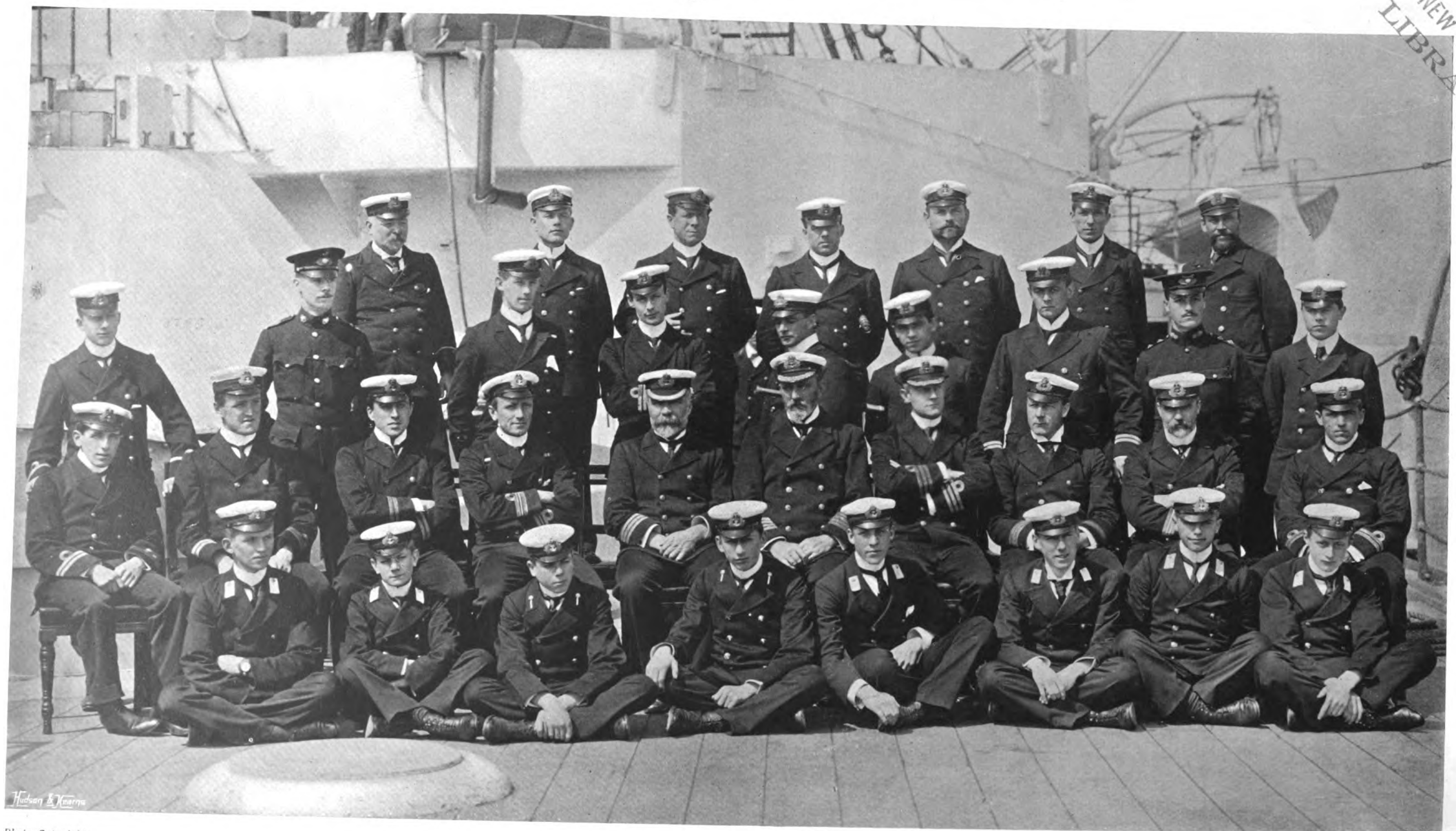
ON THE QUARTER-DECK.



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CAPTAIN J. E. C. GOODRICH AND OFFICERS OF THE "LONDON."

Reading from left to right the names are—Back row: Warrant officers—Messrs. S. Surrey, G. T. Burch, F. W. Bridger, F. W. Tisley, G.R. Cooper, A. Brown and A. W. Fookes. Second row: Sub-Lieut. C. D. Burke, Lieut. C. B. Mullins, R.M.L.I., Lieut. F. R. Wrottesley, Lieut. C. A. Scott, Lieut. Tuson, Assist.-Pay. F. P. Rickcord, Surg. H. C. Adams, Lieut. W. H. L. Tripp, R.M.A., and Francis K. Kempson. Third row: Lieut. A. V. Campbell, Lieut. F. H. Hallowes, Engr. F. J. Charlton, Lieut. A. P. Davidson, Fleet Engr. D. Griffin, Capt. J. E. C. Goodrich, Com. C. E. Hunter, Staff Surg. H. E. South, Payr. J. A. F. Campion, and Lieut. C. W. Trousdale. Front row: Midshipmen—Messrs. E. B. Cloete, C. G. Sedgwick, W. R. Crocker, C. E. Hammond, H. G. C. Franklin, A. F. S. Grant, E. B. Arathoon, and A. D. Cochrane.

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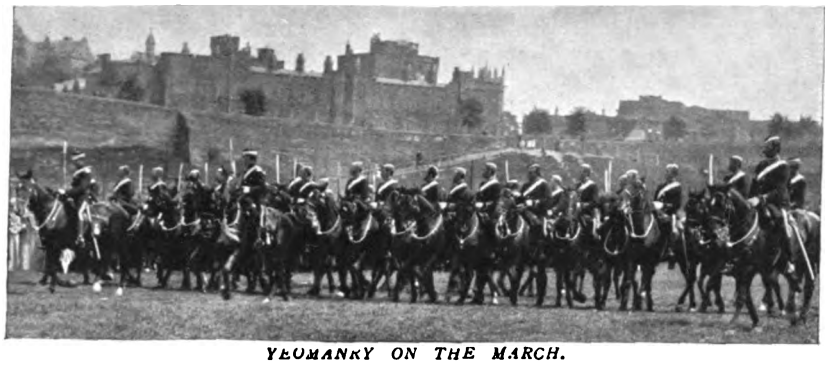
VICTORIA AND ST. GEORGE'S RIFLES.



YEOMANRY ON THE MARCH.

QUEENSLAND MOUNTED INFANTRY.

DEFENCE, NOT DEFIANCE.

Citizen Soldiers in Town and Country.

By TRAINBAND.

IT is somewhat unfortunate that the Volunteer Regulations issued with the Special Army Order of April 22 should in different places be so vaguely expressed that doubts are still entertained as to the number of drills really required to render a Volunteer efficient. So numerous, indeed, were enquiries on the subject that some three weeks ago the War Office published a decision as to the actual meaning of the rules regarding recruits' drills. Since then, however, we have not unfrequently been asked how certain other clauses should be interpreted. Those relating, for instance, to buglers, bandsmen, and pioneers are distinctly ambiguous. By the former regulations, buglers were required to attend the prescribed number of parades, but were exempt from firing a musketry course; but bandsmen and pioneers had to fulfil the same conditions of efficiency as those prescribed for the ordinary Volunteer. In the new regulations, however, it is stated that buglers, bandsmen, and pioneers will be considered efficient if they attend camp, or the number of drills prescribed in lieu of camp. One critic has suggested, rather facetiously, that from this it follows that if an individual bugler, bandsman, or pioneer obtains leave of absence from camp in any one year, he is not required to put in a single attendance; that, in fact, if his name is on the muster-roll he can earn the capitation grant, and, further, that he is not required to perform musketry at any time. Now, however much this view may be justified by perusing the wording of the regulations with a legal eye and a jurist's mind, it seems certain that it cannot be the intention of the authorities to permit any man to earn the grant for doing nothing at all.

Another difficulty to which we have had attention directed arises in the case of corps exempt from camp in any year. With respect to this it is stated that an infantry corps will be required to hold three parades of the battalion or half-battalion (not less than four companies), attendances at which will count towards the six additional attendances. The question may then occur as to what exactly is the minumum requirement from a trained Volunteer in a corps exempt one year from camp We presume in an infantry corps, the only case at present under consideration, that he would be obliged to attend at least ten company drills and six battalion, or half-battalion, parades, and that no other combination of these sixteen drills would entitle him to earn the grant. As the lately formulated exactions evoked such widespread opposition, although the point which caused objection is clear enough, it is unsatisfactory that such a mass of minor details should leave their meaning open to more than the single and correct interpretation.

It has just been asserted that the chief clause to which objection has been taken in the new Volunteer Regulations is that relating to the necessity of attending camp. A noticeable protest against this rule has been made by the resignation of Colonel Eustace Balfour from the command of the London Scottish Volunteer Rifle Corps. From the beginning Colonel Balfour was firmly convinced that the military authorities were ill-advised in the action they had taken; indeed, so strongly did he feel this that, fearing the financial result, he decided to place the funds of his battalion in trust. Colonel Balfour has certainly taken an eminently reasonable view of the matter. None more fully recognises the advantage of men going under canvas, or that great benefit is to be derived from exercises in the open country which it is impossible to carry out in a comparatively confined space. But he always asserted that the hard-and-fast rules imposed by the War Office would be conducive to neither a contented nor a sufficiently strong Volunteer Force. This year in point of numbers the camp of the London Scottish was disappointing. Only 430 out of an effective strength of 939 were able to attend camp, and of the 430 many confessed that their attendance had been contrived at great personal inconvenience and with much difficulty. It is thought to be probable that there will be no larger attendance next year, and as those who do go will very likely be the same men who did so this year, the result will be that some 500 men will fail to make themselves efficient, and the battalion will consequently be unable to draw capitation grant for them. It should not be forgotten, nevertheless, that the revised edition of the Volunteer Efficiency Regulations is a marked improvement upon the form in which they were originally issued, as scope is now afforded for considerable elasticity in detail. The Secretary of State for War possesses almost unlimited power of making exceptions in the prescribed conditions, more especially as regards the rules relating to attendance at camp. There seems little doubt that if a real grievance of any particular corps be properly represented in authorised form, and through the proper channel, it will receive due, and probably favourable, consideration. It should be remembered also that the Volunteer Force possesses a helpful and sympathetic friend in the person of Major-General Sir Alfred Turner, the Inspector-General of Auxiliary Forces. If Colonel Balfour felt that he could not properly maintain the command of his well-known battalion, he was quite right to resign. We do not, however, like the reason for such resignation to be conspicuously blazoned as a protest against the action of higher authority. We take no responsibility for the accuracy of an assertion that throughout the battalion considerable dissatisfaction prevailed because members failed to find a copy of the statement of accounts and balance-sheet, which, by regulation, should be posted up in the orderly-room. Still, this assertion was lately made by a leading journal, and as yet we have not seen it contradicted. If it is so, it indicates a display of laxity somewhere, in which of necessity the commanding officer must be implicated. It is most sincerely to be trusted that every effort may be made by all concerned to enable the London Scottish to maintain its well-earned high reputation amongst the Volunteer battalions of the metropolis.

Another well-known metropolitan Volunteer commanding officer has also expressed his opinion very strongly. We mean Colonel St. John Roche, 17th Middlesex Volunteer Rifle Corps, who is universally recognised as a most capable officer and an authority on tactics. As a matter of fact, his period of service would expire early next year, but he would be almost certain to be granted an extension. He has, however, openly announced that he will not continue to hold the command unless further modifications are made in the regulations at present in force. He objects to a period of idleness which lasts from the end of August to the following spring, and thinks the old principle of the Volunteer Force, that men should give up their spare time all the year round, to be preferable. To a certain extent he is quite right, though commanding officers, as well as the War Office authorities, occasionally seem to fall into the mistake of expecting a young man to devote *all* his leisure time to Volunteering. In these days, however, it must be acknowledged that unless he gives up a rather large proportion he can hardly do much good. Some years ago we were very intimately connected with a Volunteer corps in a large provincial town. The usual plan at that time in the regiment was to hold spring drills for a period of six weeks, and these

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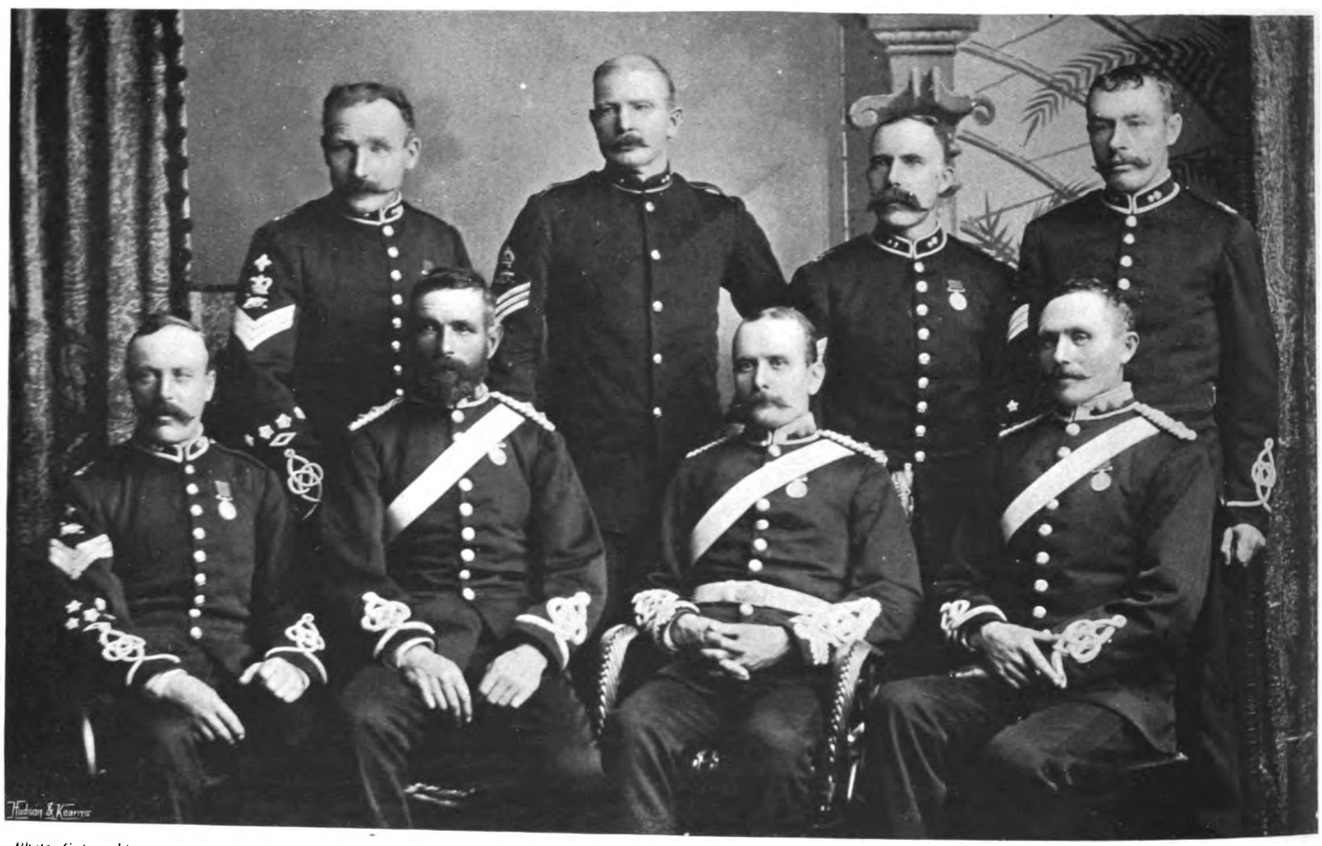
drills took place twice each day—before breakfast and in the evening. There was naturally a longer drill on Saturday afternoons. The corps always went into camp, but no pressure was put upon the members to attend. During the winter little was done, except recruits' drills, and regular lectures, non-commissioned officers' promotion classes, etc. The arrangements, in fact, generally combined the system of continuous training at one period, together with some work all the year round, as advised by Colonel Roche. At any rate, the plan was attended with the happiest results. There is a good deal to be said in favour of having at least one more or less close time for drills during the year. The men come up all the more keen when the hard work has to commence in the spring. Training a company of infantry is, to a certain extent, like training a race-horse; both in time must become "stale." It is, therefore, advisable to permit, and even encourage, occasional cessation from military exercises. The requirements of the authorities, and the efforts of Volunteer officers to comply with them, have reached a pitch which not unfrequently tends to disgust a man altogether with soldiering. Certainly effort should be made to reach the highest standard, but it is necessary that tact should be displayed to prevent the men from growing indifferent or taking a distinct dislike to learning a soldier's work, which, under fairly favourable circumstances, must always present sufficient attractions to young Englishmen. The difficulty of so arranging the Volunteer's work that he can perform it with most convenience as regards his leisure time, and also the trouble in getting a large muster of keen men for the summer operations, could undoubtedly be overcome. The first necessitates the constant holding of drills throughout the year; the second is more easily accomplished when drills have been previously suspended. A combination of both plans, varying with the local and other circumstances of the bulk of the men, would nearly always meet the requirements of the case. We are inclined to agree with Colonel Roche that sufficient efficiency could be obtained without a camp by increasing the number of drills, which might be spread over the year. But the *desirability* of attending camp should be impressed on all.

1st ORKNEY R.G.A. VOLUNTEERS.



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OFFICERS AND SERGEANTS OF No. 6 COMPANY.

Reading from left to right the names are—Standing: Company Sergt.-Major Sutherland, Company Sergt.-Major Redfearn (Sergt.-Instructor), Sergt. Chrystall, and Sergt. Hepburn. Sitting: Sergt. Wooldrage, Lieut. A. Muir, Capt. A. Walls, and Lieut. J. T. Sinclair.

THE accompanying illustration of the officers and non-commissioned officers of the above regiment comes from a little fishing village—St. Mary's, Holm—and will tend to show our readers that, even as far North as Orkney, there are men who are ready and willing to give part of, if not all, their spare time to Volunteering, in view of the possibility of their country some day needing practical help, and are able to work their guns in a manner that would make them very valuable auxiliaries in the event of war. The headquarters of the regiment are at Kirkwall, the county town of Orkney.

The formation of No. 6 Company was largely due to the efforts and influence of Mr. A. M. Sutherland Groeme, landlord of the parish, and dates from as far back as 1866. Mr. Groeme, too, after the completion of the company, undertook the captaincy of it, an honour which the corps did not fail to appreciate. The main object of this company's formation was to bring up the strength of the Orkney Volunteers to that of a brigade, which has now been successfully done.

From the very first this company has always been in a healthy condition, and has participated in, with very good results, nearly all the local competitions. For instance, in 1899, on the occasion of the Scottish National Artillery Meeting at Budden Camp, representatives from No. 6 Company formed part of the Orkney contingent which competed, and was successful in carrying off two of the most valuable prizes—viz., the Queen's Cup, given for the best battery firing, and the Waveney Cup, which was given for the best score obtained by "group" firing. This feat of winning both prizes may be termed a record one, as it was without precedent in the annals of the meeting.

Another very noteworthy fact in connection with the group in our picture is that nearly all of those shown are in possession of the long service medal, the total length of service being over 200 years, or an average of about twenty-five years of service each. This is a record which is believed to be unique. Since the medals were first issued for long service no fewer than twenty members of this company have been recipients of them, proving that the men take a great interest in their work and stick to the company. We are of opinion that very few, if any, single companies can beat this record. Then, again, when the fact that St. Mary's is only a very small fishing village is taken into consideration, it it somewhat surprising to see that it has sixty-three on the strength of the company, among whom are ten medallists.

Captain A. Walls, who has done for his company everything possible, is a native of the parish of Holm, and is a very popular officer with his men. Sergeant-Major Redfearn, who is the sergeant-instructor of the company, has also done much in the way of making the men efficient, and under his able tuition it may be hoped that in the future No. 6 Company will become as efficient as any in the Volunteers.

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OUR INDIAN EMPIRE.

By CAPTAIN OWEN WHEELER.

OFFICER, 13th BENGAL LANCERS.

A Running Record of Military Life and Incident in the "Shiny East."

SOME rather illuminating news has come from Afghanistan by way of Peshawar with reference to recent doings at Cabul. It appears that the interest of the Ameer Habibullah in his army continues unabated, and that every morning, accompanied by his brother, Nasrullah Khan, he inspects the troops, who have been further gratified with the promise of new uniforms to be issued during the current month. Serious efforts, too, have been made to level up the armament of the Afghan army. Some time back the Ameer sent two agents to Germany to purchase guns and ammunition and bring them out to Afghanistan. Over thirty guns have thus been procured and taken out to India, where they came to a standstill at Peshawar, owing to the absence of a permit from the British Government to pass them over the border. Reuter speaks of "Maxim guns and cartridges" only, but the *Times of India* is more explicit. According to this authority the shipment included twelve quick-firing mountain guns, two howitzers, eighteen field-pieces, and over 850 cases of ammunition and other war material. At the moment of writing no further information has been received beyond the fact that, pending the receipt of the Government permit, the guns have been placed in the Peshawar Fort, where it seems there was already a quantity of war material, some of it ordered so far back as Abdurrahman's time, still awaiting "forwarding orders."

It is clear that a delicate situation may arise, if it has not already arisen, in regard to this matter. The Government of India may be pardoned for displaying some reluctance to allow up-to-date guns in such numbers to pass into Afghanistan. We need not contemplate too seriously at present the chances of our being compelled to make a hostile movement into that country, but, should occasion arise for our doing so, the prospect of finding quick-firing artillery arrayed against us, in addition to the tens of thousands of good rifles which the Afghan army possesses, would not be a pleasant one. It is a reasonable contention on our part that it would be a simple thing for the Ameer to defer the purchase of such material until he had made sure that we would permit it to be forwarded, and that he should have been warned by previous detentions of our views on such matters. On the other hand, it is quite possible that the Ameer, egged on by his precious brother, will exhibit some petulance at finding the result of the expenditure of so many lakhs of rupees "hung up" at Peshawar. He may also urge that he has shown his *bona fides* by ordering the goods openly, and by seeking to import them through the usual channels of transmission.

It certainly appears expedient to have the question settled forthwith, and in such a way that no further misconception should arise. Even assuming that this particular shipment had been allowed to pass, it would be manifestly objectionable for us to continue to pay the Ameer a handsome subsidy which he would be at perfect liberty to spend on the Continent in guns that might some day be used against us. As an Indian paper points out, it is additionally absurd that we should give facilities for the transport of such material through our territory when all the while the Ameer is imposing heavy burdens on Indian traders at Peshawar, Quetta, and Cabul. Hitherto the British Government has dealt in very friendly fashion with the new Ameer, but the time would seem to be approaching when a little plain speech will be necessary. To some it looks as if Habibullah would be amenable enough if he were not surrounded by bad influences, of which probably Nasrullah Khan is one of the most potent. But in any case the trouble, if it continues, may prove to be a blessing in disguise by bringing matters to a clear issue. For, whatever merits Afghanistan in the hands of a ruler like Abdurrahman might have had as a buffer state, we do not now want on our borders an Afghanistan bristling with modern guns unless we have some added opportunities of entry and control.

There are many in whose minds this proposition will serve to conjure up forthwith a vision of that divided Afghanistan of which Sir Thomas Holdich writes, by no means hopelessly, in his "Indian Borderland." Sir Thomas has a great idea of what the Afghan army might do if it had the "one thing needful," and he goes on to say "we all know very well what that is. Nothing more nor less than the British captain and the British subaltern. A large supply of these young men, from whom we expect no more (as Lord Salisbury puts it) 'than the ordinary attributes of an English gentleman,' are what the Afghan army wants to become as formidable a force as any general need wish to command." This is not the time nor place in which to follow Sir Thomas Holdich very closely over his particular line of argument. But there will certainly be many to suggest that, if Afghanistan is beginning to hanker after quick-firing mountain guns and other luxuries of that sort—for which we are to pay in hard cash—it is high time for us to institute some safeguards against the possibility of finding the muzzles of these weapons turned against us. The Ameer could not show his good faith better, if he really only wants these new guns as a protection against Russia, than by asking for the loan of a few scores of British officers to teach the Afghans how to make the best use of such material. Such an arrangement would doubtless be welcomed by the Government of India, for it would be in strict keeping with Lord Curzon's Frontier policy, would cost nothing, and would give us a number of representatives in Afghanistan upon whom to rely for news of any untoward development. The Ameer, it may be suggested, would scout such an arrangement. The obvious answer is that in such a case any guns which happened to be in Peshawar Fort would have to remain there, and that the withdrawal of the subsidy would have to be seriously considered. Really we ought not to go on paying the Afghan piper for ever without sometimes calling the tune.

About the time this appears in print Lord Kitchener will have started for India, where, it goes without saying, his arrival is awaited with extreme curiosity and interest. An attempt has been made to picture the Indian Army as positively "funking" the great "K.'s" advent, and queer accounts have been published of men who have sent in their papers rather than face the new Chief, and of ladies who are in terror lest they will henceforth be deprived of their pet "boy-officers." Most of this is, of course, mere imaginative nonsense, and, as it is detrimental to the good name and fame of the Indian Army, I think it ought to be sharply condemned. The great majority of Indian officers want no teaching from Lord Kitchener or anyone else as to the manner in which they should do their work, and are quite as capable, zealous, and energetic as any who went to Khartoum or who have elsewhere served under "K.'s" orders. They have no earthly reason to fear the coming of any living general among them, and, least of all, of one who is a hater of shams and a lover of honest work. No one knows better than Lord Kitchener that some of the best men who have ever served under him have been officers of the Indian Army, and it is not at all unlikely that his main reason for wishing to command that army is his knowledge of its splendid efficiency and of the magnificent material, in the way of officers as well as of men, of which it is composed.

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It is a poor sort of hero-worship which, when a hero is mentioned in connection with any particular class, makes it necessary to disparage the latter in order to exaggerate the former's greatness. I yield to no one in my admiration of the great Organiser of Victory, and I daresay there are several directions in which he will make the Indian Army "sit up," to its ultimate benefit. But, on the whole, I should say Lord Kitchener has more to learn from the Indian Army than the Indian Army has to learn from him, for already Indian soldiers are rapidly assimilating the lessons of South Africa, and they had anticipated years ago most of those derivable from the advance on Khartoum. India, for instance, had a smart Intelligence Branch before Lord Kitchener went to Egypt, and can still, perhaps, give even the man who ran a line across the desert at the rate of a mile a day a few wrinkles in railway engineering. To picture the Indian Army as nervous at the prospect of having a strong and stern man set over it would, indeed, be a libel almost malignant, if it were not so funnily untrue.

As to the ladies and the boy-officers, it may be that Lord Kitchener will not endear himself to the more frivolous section of Simla society; but that is a very small detail, and the practical result cannot in any case amount to much. As a matter of fact, even if Lord Kitchener were the ogre he is made out to be, which seems very far from being the case, he could not hope to bring about a complete demolition of influences that have always prevailed, and always will prevail, especially in such an environment as Simla. However impervious he himself may be to feminine wiles, how can he possibly arrange that all the four holders of the Indian Army commands and all their staffs, not to speak of his own, shall be similar "monsters of insensibility"?

EASTERN NOTABILITIES.

JUST as in England there are many men of great position who do not hold the foremost ranks of the nobility, so in India we find men of the first importance to whom no official status can be accorded. The difference is this, that while in England a man may have risen by his own efforts and ability to a position which places him on a par with those who were, originally, his social superiors, in India a man remains where he was at his birth. Only the dweller in India can appreciate to what an extent this conservatism is carried. Many of the high-born gentlemen who are represented in the group which we present to-day could, had they taken a more active part in public affairs, have risen to higher positions in the State than those now occupied by them. When they came to England to do honour to the Coronation of their Emperor, most of them occupied suites in an hotel at Westminster. The well-known and versatile Dr. John Pollen of the Indian Civil Service was their guide. The doctor is not one of the honourable profession whose help is sought when pain and anguish wring the brow, but an LL.D. of Dublin. He is an enthusiastic soldier as well as a politician, and has been for years a leading member of the Volunteer Force in India.

An old Indian will readily recognise the heterogeneous crowd who have pressed in to be photographed in the group, which we desired to be representative, but which is nevertheless characteristic. The "putti-wala" or "chuprassie" (in English "bandman" or "badge-bearer") has squeezed himself so much in evidence, that a Western might think him almost the equal of his master, with whom he stands cheek by jowl. Such, however, is the anxiety of the Native to be photographed, and the good nature of his master, that these little Oriental peculiarities are often overlooked. The picture is a study of Oriental costume, more particularly, so far as the head-dress is concerned. The head-dress of a central figure may suggest an original for our Western Crowns. Let Orientalists look this up.

Dr. Pollen left Bombay Pier amid the hearty cheers of his friends. Some of the highest Sirdars and nobles accompanied him to the ship which conveyed these high representatives of India's nobility whose "personal conductor" he was. It is now old history to record with what enthusiasm they were received by their British fellow-subjects, and with what expressions of good feeling they left our shores.

Nothing but good can come of the visits of chiefs and celebrities of the class we show to England. Their ideas get narrowed very often by the picture of England presented to them by the Native Press of India. Many interested men impress them that this country is unjust and grasping. Personal knowledge shows them quite a different side to the national character, and teaches men of quality and position that the Imperial interest is their own. Hence, a close acquaintance with the heads of the ruling race will lead to many of the younger members of their families, who might, in the old fashion, linger idly on their estates, taking an active part in the business of the Empire. When these men see for themselves that their every prejudice is carefully regarded, many a false impression vanishes. Moreover, on their journeys to and from England they see, in the various countries which they traverse, the respect paid to a citizen of the British Empire.

Some time ago we published a notice of the work of a rissaldar-major of the Madras Cavalry which quite bears out the above remarks. This officer frankly states how he was prejudiced against our ways before he came to make our acquaintance personally, and tells us how all such feeling passed after a visit to England. This is as it should be.

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SOME PRINCES OF INDIA.

Minor Chiefs and their attendants.

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A SHOOT WITH H.H. THE MAHARAJAH OF COOCH BEHAR.

SOME SNAP-SHOTS OF THE DAY'S SPORT.

THE NEW YORK WO
LIBRARY.

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A—ALL READY TO COMMENCE OPERATIONS.
B.—THE PARTY CROSSING THE RAIDAK.
C.—THE LINE—WAITING TO ADVANCE.
D—A HALT NEAR A VILLAGE.
E.—THE HOWDAH AND PAD ELEPHANTS.
F.—PADDING A LEOPARD.

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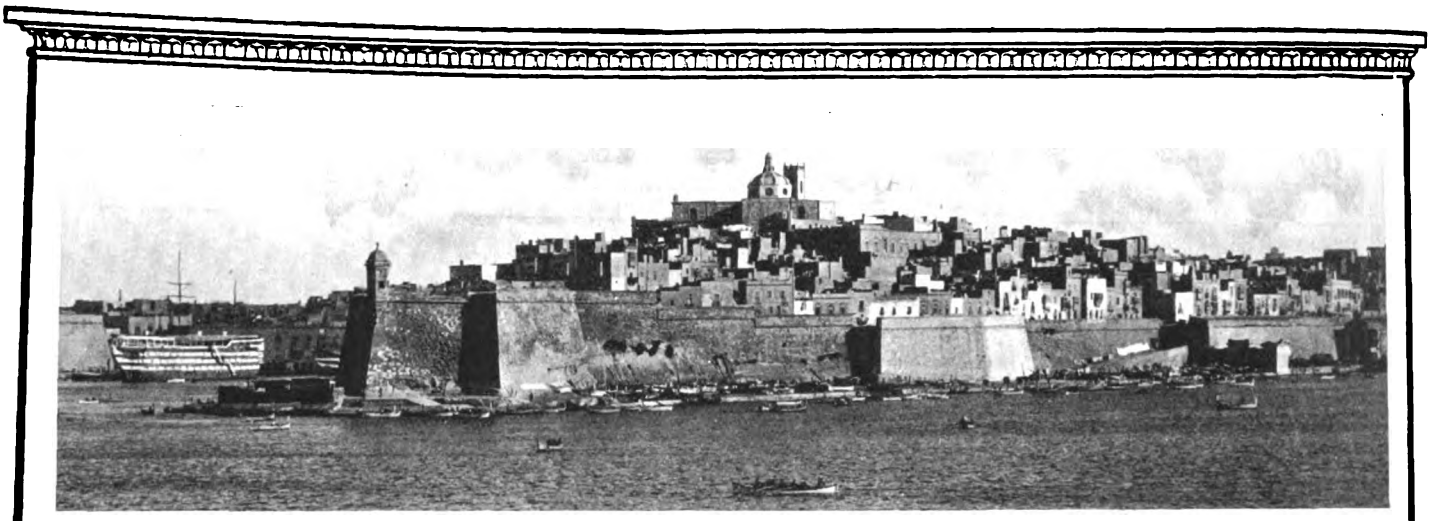


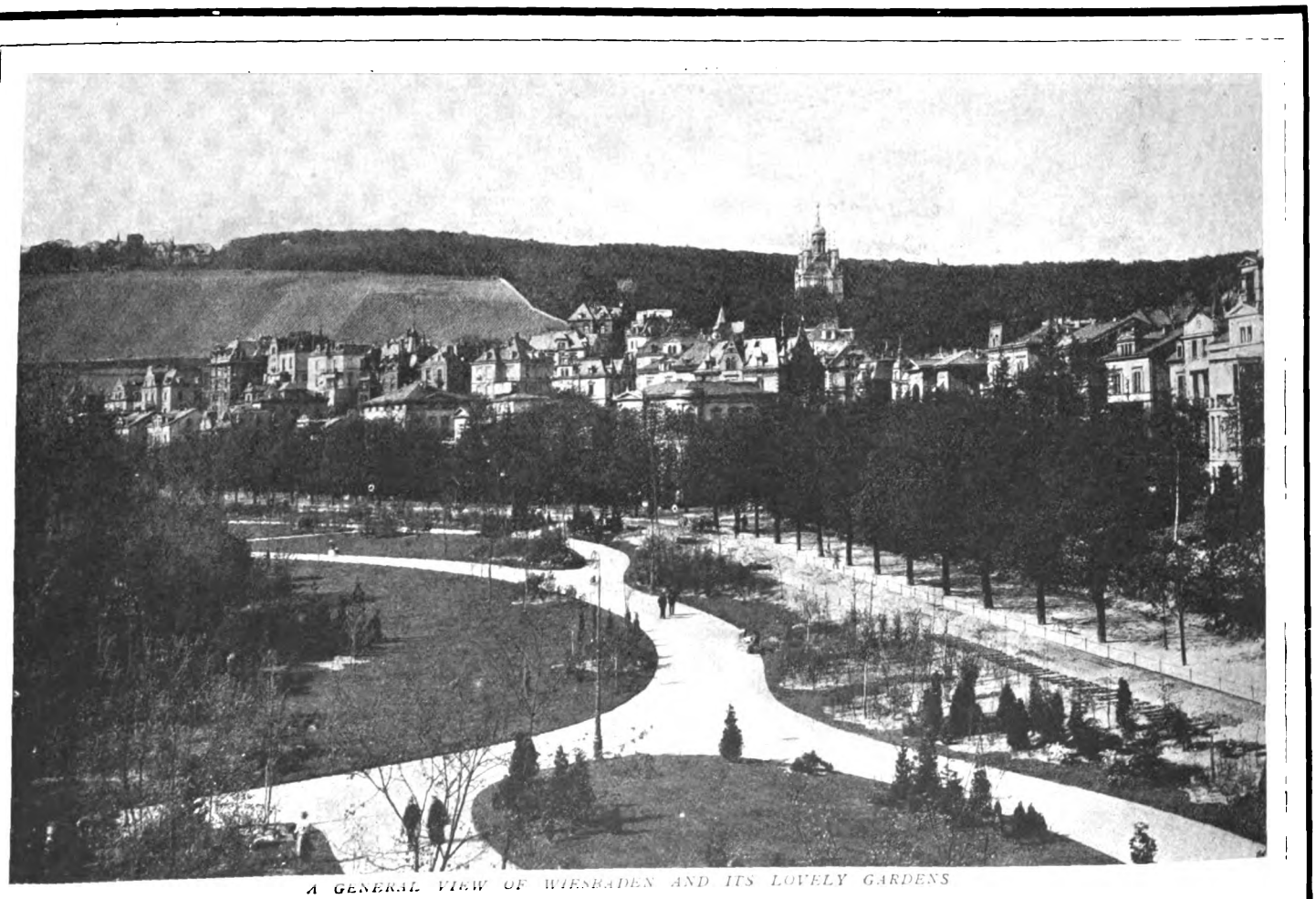
ISOLA POINT, VALETTA.

ROUND THE WORLD.

WIESBADEN IN WINTER.

THE time is fast approaching when those who are in the fortunate position of being able to choose for themselves where to pass the winter will be thinking of making a move. The question of "where to go?" is one easily solved if the would-be traveller make up his mind to visit the Continent, where, by the way, every year new places are being—and remain to be—discovered. The French and Italian Rivieras are already making preparations for the accommodation of the thousands of English and American visitors who stay there year after year; and so is Biarritz, although here the Russian element is still strongly in evidence. But in deciding this all-important question we should not leave Germany out of our reckoning. In the German Empire there are to be found some of the most delightful spots in the world in which to while away a winter. One of these in particular is Wiesbaden, called the "Nice of Germany," because it enjoys so mild a winter climate. Wiesbaden, it should be noted, is not only one of the oldest watering-places in Germany, but is one among the few that enjoy an all-the-year-round season. True, it is better known to English people as a summer resort, but in spite of this there is always a very fair number of English and Americans during the cold season. There is one point in connection with the winter season at Wiesbaden which many might think worthy of consideration, and that is, the cost of living is considerably less.

Apart from its beauty of scenery, its excursions, and general desirability as a place of residence, Wiesbaden offers to the visitor two great attractions in its health-giving mineral waters and magnificent music. The waters are strongly recommended by the medical profession for various complaints, among which may be mentioned gout, rheumatism, dyspepsia, throat affections, Bright's and other diseases of the kidneys, skin diseases, etc. There you can take your "cure" with the utmost pleasure and comfort, no matter whether it be in the summer or winter; and the fact that there are close upon 100,000 visitors every year alone speaks volumes for its well-deserved popularity among spas. Medical advice of the highest order is always available, and there are upwards of 200 physicians in practice. A famous doctor in Wiesbaden is Professor Pagenstecher, who once had the honour of attending our late Queen. The worthy doctor is



A GENERAL VIEW OF WIESBADEN AND ITS LOVELY GARDENS

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much sought after, especially by Americans, who journey to Wiesbaden purposely to obtain advice from him. The town is thoroughly sheltered from wind by hills and mountains on every side, and even in the depth of winter, on a sunny day, the more sheltered spots in the Kurgarten are much sought after by invalids and others. The streets are well lighted, and always present a clean and cared-for appearance. In January, which is usually the coldest month of the year, good skating may be had, while after a heavy fall of snow has taken place, one can hire a sleigh and drive out into the country—an experience which seldom falls to the lot of those who remain in England in winter.

The electric trams which run to all parts of the town are of the greatest convenience to visitors and residents alike. Scarcely is it to be wondered at that so many English officers visit Wiesbaden, seeing that it combines so pleasantly the pursuits of health and pleasure. It can never be said that Wiesbaden is dull. The Royal Theatre, under the patronage of the Emperor, is said to be one of the best-conducted in the country. Performances of different kinds are given all through the winter, and these include occasional operas and symphony concerts. There is a second theatre, the Residenz, and two first-rate music-halls. Nor must we omit to mention the splendid Kurhaus with its beautiful park. The concerts held in the Kurhaus twice daily are in themselves quite an attraction, and one may always rely on a very good programme. Everybody who goes to Wiesbaden should purchase a ticket for the Kurhaus, the cost of which is only trifling. In addition to the ordinary concerts, cycle concerts are also held, at which some of the leading musicians of the day appear.

The Kurhaus masked balls, which are quite a feature of Wiesbaden, are held frequently during the carnival season, and the costumes worn are almost as varied as those to be seen at Covent Garden. Two bands play all night. Ladies, of course, go masked, while officers attend in evening dress. Dancing continues until the small hours of the morning, and, as a rule, much fun is to be had.

There are a large number of hotels and *pensions* to select from. The Kaiser Hof, which is one of the finest hotels, has its own baths, the Augusta Victoria Baths, where physical cures and every form of bath are obtainable. It is also supplied with a fountain direct from the celebrated Wiesbaden Rochbrunnen. The Hotel Rose is a favourite hotel among English people, and since the addition of the new wing is much improved. The hotel is specially recommended for a winter "cure," the Royal Theatre and Kurhaus being close by. It is both comfortable and very central. Other first-class hostelries are the Nassauer Hof, opposite the Kurhaus, in the Kaiser Friedrich Platz, and the Hotel du Parc, situated in the middle of the fashionable Wilhelmstrasse. A good family hotel is the Quisisana, with splendid cuisine and every comfort.

Among the excursions from Wiesbaden the one to Mainz is certainly one of the best. The train journey occupies about a quarter of an hour; the rest of the trip is best undertaken on foot. Besides obtaining a magnificent view of the Rhine, some splendid old Roman remains can be seen, also a good picture gallery. The return journey is often made by water in summer.

The journey to Wiesbaden occupies considerably less than twenty-four hours from London, and is best made *viâ* Flushing, where a through train takes you as far as Cologne. Sufficient time is allowed at Cologne for a meal to be taken before starting in the train to Wiesbaden.

A FAVOURITE HOTEL IN COLOGNE.

COLOGNE AND ITS CATHEDRAL.

COLOGNE, the largest town on the Rhine, is, and always has been, one of the great touring centres, not only in summer, but also in winter, on account of its unique location and its cathedral, which justly excites great admiration, being probably the most magnificent Gothic edifice in the world. The latest addition to the numerous sights of Cologne is the fine new Opera House on the Hohenzollern Ring, which was opened early in September this year. Boasting of one of the largest stages in Europe, the restaurant, under the very able management of Mr. Karl Schorn, Royal purveyor, is fast becoming the fashionable rendezvous of English and American tourists visiting Cologne. In fact, everybody who pays a visit to the famous Rhenish town should spend an hour or two at this beautiful spot on the "Ring."

Our photograph of the fine cathedral was taken from the balcony of the Hotel Victoria, a hotel famous for its good beds and excellent cuisine. The second photograph here reproduced was taken from the left side of the Heumarkt, and shows the beautiful monument of Frederick William III., as well as the Hotel Victoria itself. The hotel is patronised almost exclusively by English and American tourists, and the proprietor, Mr. D. Meintzinger, is without doubt one of the most popular, humorous, and witty Continental *hôteliers* we know of. Cologne is a most desirable resort in the autumn, as it offers no end of sights and attractions, while last, but not least, excellent wines, not to speak of the well-known eau de Cologne, of which almost every traveller carries home a parcel.

Quite one of the pleasantest ways of reaching Cologne is to travel by the Zeeland Company's fast steamers, which take about fourteen hours. The fact that the Zeeland Company, during its existence of close on thirty years, has never lost a single life, is almost as proud a boast as that of the Cunard Line. This route may also be used by those whose destination is at Berlin, Hamburg, or Vienna.

COLOGNE CATHEDRAL, TAKEN FROM A WINDOW OF THE HOTEL VICTORIA.

NOTICE TO READERS.

Trustworthy and reliable information on all matters relating to Travel may now be obtained of this journal free of charge. All a correspondent has to do is to state his requirements as briefly as possible (numbering each question separately) in a letter addressed to the "Travel Department, NAVY AND ARMY ILLUSTRATED, *20, Tavistock Street, Strand, W.C.," and a reply will be sent by post; or the information will appear in these pages, under the heading of "Queries and Replies."*

"Queries and Replies" are unavoidably held over this week, but urgent questions have been answered by post.

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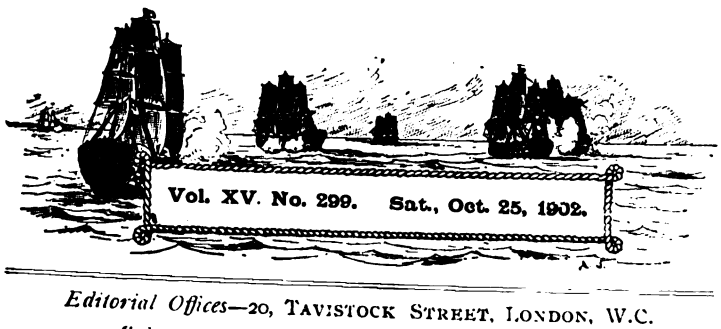

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MEMS. FOR NAVAL AND MILITARY MESSES.

THERE have been many rumours concerning visitors to the Delhi Durbar; but now the official lists are being published. Amongst those who will be in Camp No. 1 are Lady and Miss Arbuthnot, Lady Boughey, Sir Savile and Lady Crossley, Sir Howard and Lady Vincent, Lord and Lady Playfair, Mr. and Mrs. Leveson-Gower, Sir E. Ruggles-Brise, Major-General and Mrs. Wardrop, Sir George and Lady Mackenzie, Sir Charles Cayzer, M.P., and Lady and Miss Cayzer.

"The Second in Command" was produced at the Gaiety Theatre, Simla, and was very well received by large audiences. Mrs. McNeale Patterson accepted the part of Muriel Mannering at the last moment, for it was to have been played by Mrs. Bingley, who was, however, prevented by the illness of her little girl. But in spite of a short preparation Mrs. Patterson was very successful in the part, and was warmly congratulated after the play was over. Mrs. Thomason played Lady Harbrugh, and very cleverly, too; Miss Beresford Lovett was excellent as Norah Vining; Captain Ellershaw was Major Bingham, the part created by Mr. Cyril Maude when the play was produced at the Haymarket; and Mr. A. Williams was most amusing as Hildebrand Carstairs. Captain Wallace was Sir William Mannering, and Messrs. Lumb and Keighley were the soldier servants.

Mrs. Ibbetson organised a large fancy fair in aid of the rebuilding of the Mayo Orphanage, which was held in the Peterhof Grounds, Simla, on October 1st and 2nd. Mrs. Franklin and Mrs. Parsons took charge of a café chantant; Mrs. Trevor Tyler, Mrs. Beresford Lovett, and Mrs. Bingley managed the theatricals; Miss Ibbetson was in charge of a lucky bag; Major Parsons managed a game of Russian skittles; Mrs. Rolandson Clarke had a Christmas-tree; Mrs. G. F. Wilson had a stall of Eastern articles; and Mr. Maclean gave displays with the Röntgen rays. There were also many variety entertainments, and a great many presents were given by friends interested in the success of the fête.

The makers of Dunlop Tyres have every reason to be satisfied with the success which has attended their goods during the past year, as in previous years. All over the world you find officers of the Services using them now, and they will have no other. In motoring, no less than in cycling, Dunlop Tyres have come to the front, and have demonstrated their ability to retain that position.

Messrs. George Newnes, Limited, will shortly publish a volume entitled "The Commission of H.M.S. 'Terrible,'" written by Mr. George Crowe, master-at-arms of the ship. The work will contain a complete and authentic history of the Naval Brigades landed from this ship in South Africa and in China respectively, by a keen observer who took an active part in the operations. The book will be profusely illustrated with photographs specially taken for it by the master gunner, and as the cover design originates with a Naval officer, the whole volume is, in a singular sense, the product of His Majesty's Navy.

The sun just shone out for a few moments to welcome the Duke of Connaught the other morning when he arrived at the Victoria Barracks, Windsor, to present war medals to those of the Scots Guards who had been in South Africa and had fought in the battles of Belmont, Graspan, Magersfontein, and Paardeberg, and who had taken part in the march to Pretoria. His Royal Highness expressed his pleasure at the smartness and efficiency of the men, and then presented officers and men with their medals, which bore six clasps. There were a great many people at Windsor for the occasion, including Mr. and Mrs. Bathurst, Mrs. Laurence Drummond, and Sir Arthur and Lady Willshire, and Lord and Lady Edward Churchill also brought a party. Lord and Lady Carrington, Mrs. Robert Moncrieffe, and Lady St. Leonards were also present.

The *Wide World Magazine* for October contains the first instalment of what is probably one of the most remarkable lion stories on record. It is told by Colonel Patterson, D.S.O., and describes how two man-eating lions established a veritable reign of terror at the Railhead Construction Camps of the Uganda Railway. For three weeks the savage beasts kept many hundreds of men in a state of helpless panic, entirely stopping the progress of the railway. Men were dragged out of their tents almost nightly, and no one's life seemed safe. Countless traps were laid for the lions, yet they escaped unharmed, until at last Colonel Patterson was fortunate enough to kill both the man-eaters. These ferocious beasts possess the unique distinction of having been mentioned in the House of Lords by a British Premier, for while speaking of the difficulties met with in the construction of the Uganda Railway, Lord Salisbury outlined the remarkable story told in the magazine.

The King's South African medal will be much prized by those who are eligible to receive it. It is to be a reward for those who have borne the burden and heat of the last months which so slowly dragged out their weary length whilst rumours of peace were continually ending in disappointment. The medals are to be given, in addition to the ordinary South African medal, to officers and men of the British, Indian, and Colonial forces, civilian practitioners, nursing sisters, and those engaged with military hospitals in South Africa who were actually serving in South Africa on or after January 1, 1902, having then completed eighteen months' war service, or did complete such service before June 1, 1902. The medal, which is to be in silver and worn with ribbon—striped orange, white, and green, in three stripes of equal width—will be the first war medal bearing the likeness of the King.

The following is a list of Public School Cadet Corps which have already been published in NAVY AND ARMY ILLUSTRATED: Bradfield College, February 23, 1901; Charterhouse School, March 9, 1901; Rugby, March 23, 1901; St. Paul's School, April 6, 1901; Berkhamsted, April 20, 1901; Blairlodge, May 4, 1901; Cheltenham College, August 3, 1901; Felstead School, June 29, 1901; Haileybury College, July 20, 1901; Harrow, May 18, 1901; Marlborough College, June 15, 1901; Stonyhurst College, August 17, 1901; Trinity College, Glenalmond, September 7, 1901; Winchester College, June 1, 1901; Brighton College, December 14, 1901; Chatham House College, Ramsgate, March 15, 1902; Clifton College, January 18, 1902; Dulwich College, November 16, 1901; Eastbourne College, October 19, 1901; Forest School, Walthamstow, February 1, 1902; Highgate School, December 28, 1901; Lancing College, February 15, 1902; Rossall School, September 21, 1901; Sherborne College, October 5, 1901; Wesley College, Sheffield, November 30, 1901; Whitgift Grammar School, November 2, 1901.

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THE NAVY & ARMY ILLUSTRATED.

VOL. XV.—No. 300] SATURDAY NOVEMBER 1st, 1902.

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CAPTAIN ARTHUR BARROW, R.N., A.D.C.

WHO COMMANDED THE NAVAL CONTINGENT PRESENT IN LONDON FOR THE ROYAL PROGRESS.

Captain Barrow has now had large and altogether exceptional experience in the handling of Naval contingents on ceremonial occasions, for he was previously in command of the Naval Brigade at King Edward's Coronation. He has been A.D.C. to the King since March, 1901, and was appointed captain of the "Excellent" in 1900. Captain Barrow's record also includes active service in the "Charybdis" against the Malays in 1874, and an extended tour of duty in the difficult and responsible post of Assistant-Director of Naval Intelligence.

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The Brain of the Navy.

THE public at large takes too little interest in the organisation of Government. It knows scarcely anything about the great departments of State which manage the affairs of the nation. It thinks of the Treasury as a mysterious place where highly-paid officials are engaged all day in abstruse calculations—about what it has no notion. The Home Office is looked upon as a suitable abode for the Home Secretary, whose duties, as far as they come to public notice, are mainly concerned with releasing or refusing to release malefactors and issuing the King's commands on notable occasions. Even the departments which spend the greater part of the taxpayer's money, and are concerned with measures for the defence of the country, only attract attention when something particular happens. The War Office is vaguely imagined to be full of clerks who waste their time and the nation's money in following out a dunderheaded routine. The Admiralty is incoherently described as being "more business-like." But ask nine out of any ten fairly intelligent citizens how the Admiralty and the War Office perform their duties, and they will reply, if they be honest, that they have absolutely no idea.

Last week, when the interesting change in the Directorship of the Naval Intelligence Department was announced, these fairly intelligent citizens had an opportunity to read a number of fairly intelligent newspaper articles about the work of that branch. They learnt that the collection of Naval Intelligence is one of the most important duties imposed upon the Admiralty staff. They were told that unless this duty is well performed the efforts of other departments of the Naval service are in danger of being brought to naught when the critical moment arrives. They were reminded of the disastrous consequences to which the neglect of our Military Intelligence Department led in South Africa. Even when the War Office Information staff does good work its reports are disregarded. The General Staff of the German Army is properly considered to offer the best chance to officers who seek distinction. It is provided with large funds, and it is expected to show results that justify its expenditure of them. At the Admiralty we have created during the last twenty years a special service which resembles it in many ways and which is undoubtedly efficient.

It could hardly be more efficient for its size even if it had larger funds placed at its disposal, but there certainly ought to be a larger number of officers employed. The German Navy costs ten millions a year to keep up. Our Navy swallows up an annual expenditure of thirty-two millions. Yet the Germans employ a much stronger Naval Intelligence staff than we have ever done, and they are agreed that they get good value for their money. Unless our Intelligence officers had always been picked men, they could never have made the department as capable as it is. There are three divisions in it, each with a special set of duties attached to it. At the head are the men who have to consider preparations for war, schemes of attack and defence (which are really the same thing, for the best defence lies in a well-delivered attack), all possible combinations that might be formed against us, and the means of meeting and defeating them. Next comes the division which takes charge of all plans for mobilisation. Thirdly, there are a few officers, far too few, who collect and circulate information relating to foreign fleets, and concerning any matter that might be useful to our own side. These officers used to be too much engaged in carrying on the work of a Press-cutting agency. They had to rely for their facts too much upon naval journals. But now they are in close touch with our consuls all over the world, and with the Naval attachés at foreign Courts. All these tasks are in the hands of some sixteen or seventeen officers, with a small staff of clerks, about one-third of the number of officers being Marines.

The heads of the Naval Intelligence Department have invariably been selected for their high attainments and capacity. Rear-Admiral Custance, who is just quitting it to hoist his flag as Second-in-Command of the Mediterranean Fleet, is, by common consent, as clever and capable a man as any in the Service. So large a part of the labours of the Intelligence Department is confidential, consisting as it does of preparation for possible Naval war, that it is impossible to say much about Admiral Custance's actual achievements. But there is no doubt that he kept the Department up to a high pitch of business-like capacity. Captain Prince Louis of Battenberg, who succeeds him, is not likely to fall behind. He has had a great deal of experience, and just such experience as will prove useful to him in his new post, and he is properly regarded as one of the most far-seeing and competent officers in the Navy. His princely rank may have been of use to him in providing opportunities for winning distinction; but, since he has never failed to win it, it would be absurd to say that he owes his gradual promotion to anything but his abilities and the thorough manner in which he has always done his work.

It is not only ungenerous but ignorant to gird at his appointment as some Radical newspapers have been doing. Is a Naval officer to be handicapped in his profession by the fact that he happens to be of high birth? It would be a bad day for the British Navy if such a foolish policy were ever to be followed.

The Naval Intelligence Department is not only in name but in fact "the brain of the Navy," and it must continue in the future as it has done in the past to be filled with the best available talent. Only there must be more of this talent.

TRADES FOR SOLDIERS.

WE notice a suggestion in *Household Words* that soldiers should be ensured as far as possible against want and lack of employment after they leave His Majesty's service by being taught trades while they are with the colours. In the Marines, and to some extent in the Royal Engineers, this is done already.

"On entering civilian life," our contemporary says, "one man is a carpenter, another a tailor, another a bootmaker, others are butchers, blacksmiths, electricians, and so on. When their time expires these men are eagerly sought after by employers. In most cases they are good 'hands,' steady workmen; above all, they are disciplined. What that last qualification means in our modern, highly-organised state of industry only the employer knows. But it is a recognised fact that the presence of reservists and time-expired men in a workshop elevates its tone and ensures a better output. Well, our suggestion is simply that this principle should be extended to all arms of the Service, and we venture to say that by this means the Services would become more attractive than they now are, that they would appeal to a larger and a better class of men, and that, instead of sapping the industrial life of the nation, they would feed it and make it more efficient."

If this suggestion could be adopted without prejudice to the efficiency of the men as soldiers, it would, no doubt, have very good results. But when the editor of *Household Words* asks "Why waste the years that a young man spends in the Army on parade and war-like tasks?" he reduces the proposition to an absurdity. What does the young man enter the Army for, and why does the nation pay him? Simply that he may learn to perform war-like tasks, varied by a certain amount of ceremonial parade. The Army cannot be turned into a kind of industrial school for adults. It is all very well to talk about equipping the soldier for the battle of life, but the main business in hand is to equip him for capable soldiering. If there is opportunity also to teach him something that may be of use to him later on well and good. But such a question as that which *Household Words* asks is not likely to prejudice any practical person in favour of the idea.

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THE ROYAL PROGRESS.

Their Majesties' Drive Through London.

A NUMBER of special and deeply significant features combined to render last Saturday's Royal Progress through London an event of genuine historical interest. The latterday appearances of Sovereigns in state among their people cannot but be, in any case, functions calculated to provoke many and various reflections, to which in the case of a King or Queen of England is superadded an additional sense of solemnity by reason of the extraordinary area of Empire involved. For it is quite a mistake to suppose that the importance of a really typical Royal Progress, such as that which took place at the close of last week, is confined to the mere route along which it passes.

As a matter of fact, the influence of such an event spreads far and wide, not only to the utmost confines of the British Isles, but throughout the length and breadth of Britain beyond the seas. We have always in these pages laid stress upon the personal devotion which the late Queen Victoria, the present King and his beloved Consort, and the Prince and Princess of Wales, have inspired among all classes of the subjects of the Throne, and it needs no close argument to show how that personal sentiment must be accentuated by the prolonged progress of our Sovereign and his Queen through assembled millions of their loyal people.

Among other points of special impressiveness Saturday's Progress was remarkable for including a portion of South London in the route, the total length of which extended to eight miles. Nothing could have brought the King and Queen nearer to the hearts of myriads of their subjects than the kindly feeling which prompted this act of consideration. Such deeds do more than acres of fine words to knit together feelings which in the aggregate mean more to a nation than wealth or power of arms.

Another strong feature in Saturday's great ceremonial programme was the State visit to Guildhall, preceded by the time-honoured act of surrender of the Sword of the City to the King by the Lord Mayor at Temple Bar. It were easy to lapse at this point into a rhapsody which should contain a host of historical references bearing, some brightly, others sadly, upon this quaint and pleasing ceremony, but we will spare our readers that, and merely seek to

THE NEW STATE LANDAU.

Built by Messrs. Hooper, and fitted with patent buffer tyres by the Sirdar Rubber Company.

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'TWIXT EAST AND WEST.

The Royal Carriage in its passage through the Strand.

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UNDER THE SHADOW OF NELSON.

The Naval Contingent opposite the National Gallery.

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emphasise the modern conveyance by this means of the City's proud and loyal "duty" to its King. In such a connection, and in pages like these, it is well to remember what the City of London has been to its Sovereign in times past, and will certainly ever be to its present Monarch, in the way of staunch support of those two profoundly Monarchical, and no less profoundly Imperial, institutions, the British Navy and the British Army.

Of the share which that Navy and Army had in Saturday's impressive pageant it is impossible to speak here in detail, but our pictures will go far to strike the right note of vivid and accurate description. It was universally admitted that the representation of the Navy was everything that could be possibly desired, and the extraordinary appreciation with which it met at every point along the route was clear evidence of the unabated popularity of "Jack" and the glorious service to which he is so proud to belong.

As regards the sister Service the little group of survivors of the Charge of the Light Brigade in a Fleet Street window afforded an interesting train of reflections and comparisons to which the moving procession below lent special stimulus. The King was graciously pleased to make particular acknowledgment of the veterans' salute, and there were not a few who regarded the incident as one of the most pleasing of many that characterised the days' proceedings.

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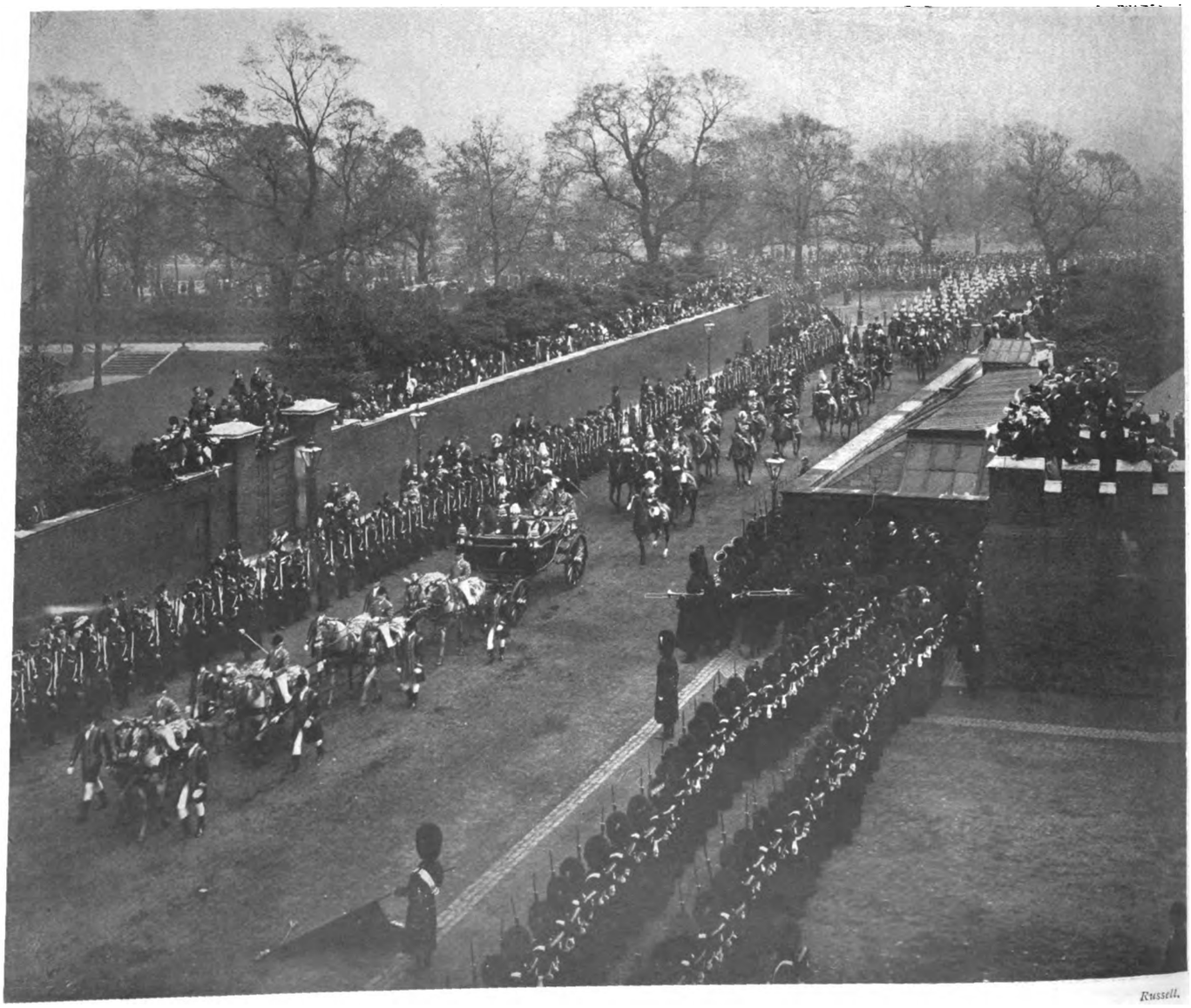
AT TEMPLE BAR.

The King and Queen at the entrance to the City.



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IN ROYAL PRECINCTS.

The Procession passing out of the Mall by St. James's Palace.

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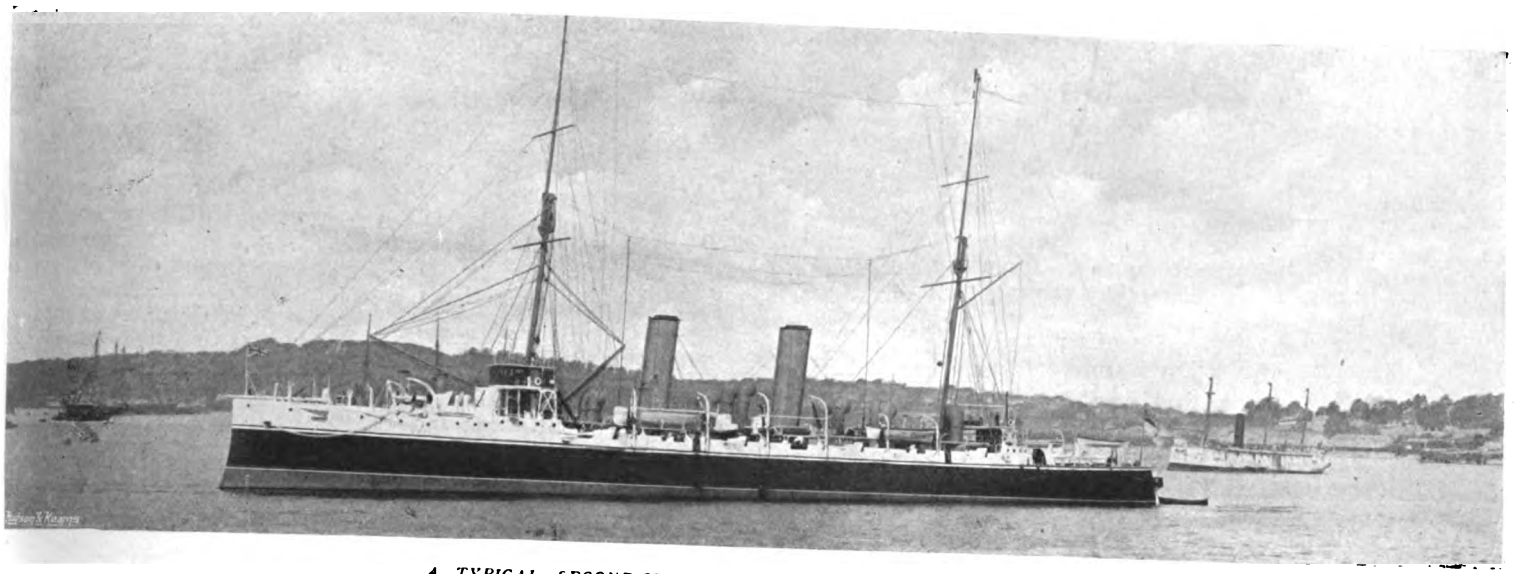

A TYPICAL SECOND-CLASS CRUISER OF THE BRITISH FLEET.

THE SEA-POWER OF THE NATIONS.

A Record of Policy and Progress from Week to Week.

By JOHN LEYLAND.

A STATEMENT was lately made which took some people very naturally by surprise, and was received with some incredulity. They had been taught that the present Board of Admiralty attaches the utmost importance to Naval gunnery, and were taken aback by a report that the Admiralty had decided to put an end to the publication of the results of prize firing with big guns. The practice, they were told, presented some disadvantages. It is not the purpose here to enter into the precise regulations laid down. It might be supposed that no one could ignore the fact that without publicity there can be little emulation. Lord Selborne said an admirable thing when he proclaimed the great value of good gunnery. That the Lords of the Admiralty have their hearts in this matter there can be no doubt, and it is at least clear that good marksmanship is the first essential for success in Naval warfare. The gun is the queen of the Naval battle, and therefore it is of extreme importance that no opportunities should be lost of encouraging constant effort towards progress. Publication of results is manifestly one of these. Not long since, when a United States battle-ship made a gunnery record that was considered remarkable, she was honoured by a special letter from the Secretary of the Navy, which was an excellent incentive to others. There has been a rather uneasy feeling that men in the British Service who showed special proficiency got very little reward for their successes, and the subject has been ventilated in the House of Commons, leading to the conclusion that not nearly as much as might be is done for the recognised good gunner.

Nevertheless, inasmuch as good gunnery is to be the watchword of the Navy, it is of importance that the best men should be secured and retained. Not every man is capable of becoming a first-rate shot, but there is not a man in the Service whose qualities in gunnery cannot be improved by training. The splendid results attained in the "Terrible" were evidence of what could be done with sound training, and the "Ocean" and other ships took up the record. In these days of the "dotter" and of constant practice, there should be no difficulty in discovering where the crack shots are to be found.

In view of the growing burden of Naval expenditure, people will presently begin to ask whether it is necessary to keep the Fleet upon what is almost a war footing—whether there cannot be formed a body of first-rate gunners, as well as of men well trained in other special branches, to be the nucleus for expansion, and for the embodiment of reserves of less-trained men. As a matter of fact, it is well known that a large part of a ship's company is not employed in what can be called highly skilled work. It would be desirable that every man should be made efficient in some speciality, but that cannot be done, and the relation of specialism to the qualities required in the general body of a ship's complement is now a matter of consideration in many Navies. It is even now proposed, in view of straitened conditions in France, to reduce the complement of some of the ships, sending ashore some of the men who are not qualified in special subjects. Such a measure would not be tolerated in this country, but at least it is desirable that special efficiency should be encouraged by selection and emulation.

It may be hoped, therefore, that Lord Selborne, in his programme of gunnery efficiency, will see to it that men afloat are not treated as mere units in a ship's company. It is specially desirable in the matter of gunnery that this should not be the case. The system of making proficiency in shooting essential to advancement to the higher gunnery grades already exists, but the base of selection is not sufficiently broad, and is not such as to provide for the inevitable losses in war. Even so experienced an officer as Sir Gerard Noel fell into a grievous error some ten years ago, when he said in the *United Service Magazine* that nothing was more simple than the working of guns on board ship, and that a hand from the plough with an eye for making a straight furrow might in a week be taught to fire a quick-firing gun as perfectly as a first-class seaman-gunner. The Admiral added that any intelligent man would be as efficient in gunnery after a month's proper exercise as after a few years' commission. We have certainly advanced within ten years, and no one with recent instructive gunnery records before him would now put forward such a contention. These prove beyond all doubt that men make extraordinary progress by careful and continuous training. Their skill of hand and eye is developed by practice, as the gunnery records clearly show. At the same time, not all men are capable of attaining the same degree of efficiency. Hence follows the necessity of further developing the present system of selection, and of gathering into the net all men who show special aptitude while no man remains untrained. A man named Coggel in the "Majestic" in 1900 fired five rounds from a 12-in. gun in three minutes, each shot hitting the target—an excellent record, then thought surprising. The point, however, was that while the "Majestic" attained this success, the "Hannibal" only made the same number of hits with all four 12-in. guns in twenty-four minutes, which was demonstration enough, if demonstration were required, that efficiency comes with good practice and sound system. Another point was that Coggel was lost to the "Majestic," though efforts were made to retain him, owing to the fact that the official responsible for drafting men to ships regarded one gun captain as just as good as any other gun captain, and no better. Careful selection is, however, necessary, and the many records of excellent practice that have been made, especially on the China station, show that there is still ample scope for improvement, to be attained by assiduous training and constant practice at the guns. Manifestly it is in this direction that the war training of the Fleet may best be developed.

We are already a long way ahead of the position we had attained a few years ago, and all that is necessary is to go on in the path of progress upon which we have entered. The individual value of the man must be fully recognised, for the man behind the gun will be the man to count on in the day of battle. The training of him is but one great part of the war-training of the Fleet. With the promotion of efficiency

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among the body of officers by widening their opportunities, the further training of the men will come. There is, at present, little recognition of individuality among them. They are excellent fellows, but more can be done for them. The fact that the Channel Squadron is practically used for training purposes, and that its companies are largely made up of raw boys direct from the training-ships, who remain in the vessels but a short time, and then are drafted elsewhere, is a source of discouragement to zealous officers. It often happens that little can be done to knock these boys into shape, and the feeling exists that more might be done before they are sent afloat. It is, of course, more easy to point out a fault than to indicate a remedy, and obviously it is an advantage to pass boys through such a force as the Channel Squadron—to give them an early experience of the life of the Bluejacket in a fully-equipped sea-going squadron. That the squadron itself suffers in some measure is obvious, and there are those who do not regard the situation without concern. In the conditions that exist, perhaps the opportunities of developing gunnery efficiency are not of the best, though, generally speaking, throughout the Service, much is now being done. The men are proud of their work—deeply interested in it always, when they are encouraged—and the pride of ship is a thing that counts in the Service. There is keen emulation in the matter of gunnery and gratification in records being known. Therefore it would be a mistake to put an end to the publication of results, which are the fruit of the seaman's endeavour and the things for which he claims and deserves recognition. The essential point, however, is that everywhere and in everything there should be the vivifying influence of encouragement, and that out of the emulation which is the keenest incentive to progress should come the basis for a wide selection of specially-gifted individuals. It is in gunnery more than in any other part of the seaman's duties that such selection and training are necessary.

"LEST WE FORGET."

ON October 21 last Nelson's monument was again decorated to celebrate the anniversary of Lord Nelson's great victory in Trafalgar Bay ninety-seven years ago. The work of decorating the monument was, as usual, carried out under the auspices of the Navy League, and for which great credit is due to Commander Crutchley, the secretary of the League, who had entire charge of the arrangements. It is not until the centenary of this memorable day, three years hence, that the column itself will again be entwined with its band of evergreens. On more than one occasion the figure of Nelson has been enveloped in a blanket of thick fog on October 21, but this year a most lovely day added charm to the beautifully-bedecked column. Even in the morning crowds of people were attracted to the spot and laboriously read the inscriptions on the various wreaths. As the day wore on, however, and the crowds grew thicker and thicker, the police had all they could do to keep the mass moving round the column, in order to make room for the numerous fresh comers. An important new feature this year was a model of a submarine boat, 8-ft. long, which occupied a prominent position, framed in laurel, and this aroused even more popular interest than the wreaths and mottoes.

The floral tributes, if perhaps not quite as numerous as on former occasions, were quite as attractive. On the south side of the monument a large wreath had been placed by the Navy League, which bore the inscription, "To the immortal memory of Nelson." On the opposite side another wreath of similar dimensions had been placed, tied with the French and Spanish colours, and bearing the inscription, "Respect and homage to the memory of the gallant sailors of France and Spain who fell fighting at Trafalgar, October 21, 1805." The officers of the cruiser "Indefatigable," on the North America and West Indies station, sent a very pretty emblem in the shape of an anchor of evergreens with here and there a spray of yellow chrysanthemums. Another very pretty wreath, composed of red, white, and blue flowers, "In memory of Nelson," was sent from the Royal Naval School at Eltham. It was, however, the emblems sent by the descendants of officers who served with the great admiral to which the greatest interest was attached. One, a laurel wreath, tied with Navy-blue ribbon, bearing a card on which was inscribed "In lasting memory of Horatio, Viscount Nelson, who fell at Trafalgar, 1805," was sent by two great-nieces of the admiral. Another, formed of laurel and white chrysanthemums, was sent by the two daughters of the late Commander John Yule, R.N., who served as third lieutenant of the "Victory" at Trafalgar.

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TRAFALGAR DAY IN LONDON.

Trafalgar Square on the 97th Anniversary of the Great Victory.

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THE GUARD-SHIP AT LOUGH SWILLY.

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CAPTAIN H. A. W. ONSLOW AND OFFICERS OF THE "CAMPERDOWN."

Reading from left to right the names are—Back row: Gunner Merriman, Lieut. William Woolley, Lieut. G. S. Thornley, Lieut. Pickering, R.N.R., Assist.-Paymaster George H. Sweetin, and Surgeon Llewellyn Lindop. Second row: Lieut. Frederick W. Kinahan, Gunner Walter J. Hopson, Capt. Alfred G. S. Heycock, R.M.L.I., Lieut. Sworn, R.N.R., Assist.-Engineer Clifford L. J. Risch, Lieut. C. G. Chichester, Gunner Richards, Carpenter Thomas Withers, and Engineer Alexander Brown. Third row: Fleet-Engineer Edwin J. Austen, Lieut. A. K. Jones, Fleet-Paymaster W. B. Clark, Capt. H. A. W. Onslow, Comm. E. C. Villiers, Fleet-Surgeon Archibald McKinlay, First Lieut. Alexander Farrington, and Rev. Wilfred B. Harrison. Front row: Gunner William C. F. Smith, Lieut. Woodward, R.N.R., Assist.-Clerk Frederick E. Cox, and Assist.-Engineer Archie P. Norris.

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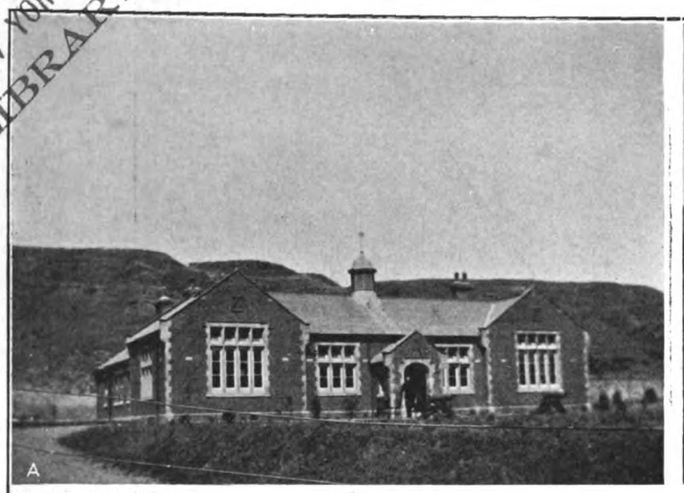
SNAP-SHOTS AT SHORNCLIFFE.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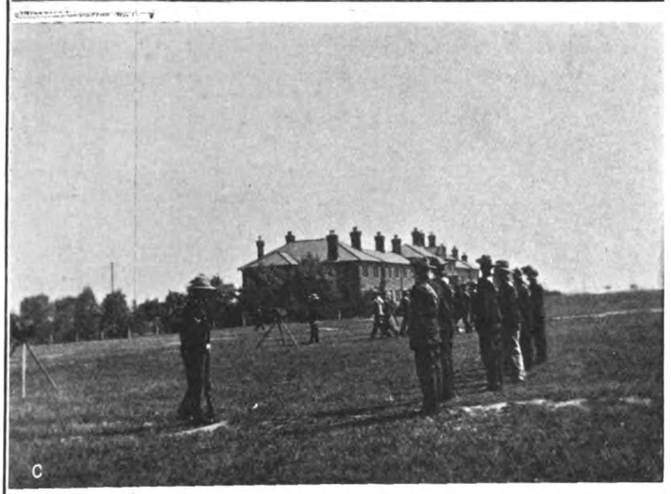
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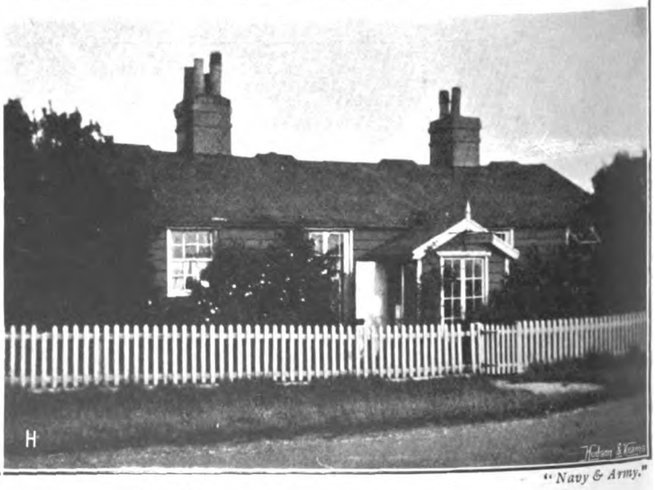
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"Navy & Army."

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A.—THE NEW SOLDIERS INSTITUTE.
B.—THE OFFICERS' QUARTERS.
C.—A CLASS AT AIMING DRILL.
D.—A MILITARY ROAD.
E.—CAVALRY GUARD-ROOM.
F.—DRAGOONS RETURNED FROM ROUTE MARCH.
G.—A PRETTY BIT OF SHORNCLIFFE.
H.—ONE OF THE OLD HUTS.

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THE CZAR AT A REVIEW.

ROUND THE MILITARY CLUBS.

What Soldiers are Thinking, Saying, and Doing.

By RANGE-FINDER.

SOME RUSSIAN CADETS.

IT will not be the first time that I have in these columns accused the country of apathy with regard to its Military interests—an apathy which I hoped would have been dispelled by the war in South Africa, but which, it would appear, is as strong and firm-rooted as ever it was. Now I would point out that there is not a business man in London or the provinces who would think of carrying on his business without taking advantage of the insurance agencies which exist for the purpose of correcting the hazards of misfortune. For the country there is only one reliable insurance, which is National Insurance, as the *Times* aptly called it on October 20, and the national insurance is the upkeep of the Naval and Military Services. There are some who will say, "True for you! But we know that the Navy is sound. What does it matter about our Army?" May I, in all humility, be allowed to state that this is a most dangerous view to take of the situation? I would not say a single word that is disparaging to the senior arm, or breathe a sentiment that questioned the efficiency of the personnel of the Navy; but everyone must admit that the Naval questions of the future are problematical. We have no certain guide by which to form an opinion. This much we do know: our Continental neighbours affirm that they will be able to circumvent our Navy, and, such being the case, it is a state of affairs worthy of consideration, since all foreigners are not fools. This brings me to my point. If circumstances should arise bringing us into collision with European foes, it would be found that the Services are the only real insurance for securing the national interests intact, and if once this insurance is gone, the very first institutions which will come clattering down will be the ordinary insurance houses. Therefore it is part of my crusade to impress upon all thinking men the necessity of personally interesting themselves in their Army, which at the present moment would seem to be falling upon evil times, if not into a state of general decay.

Of course this preamble has been leading up to the question of the Reservists, whom we now find clogging the labour market. Now although we have, as a nation, no legal responsibility or obligation with regard to these Reservists, yet a very strong moral responsibility rests with the nation to assure that these men shall not be exposed to a protracted period of hardship, through want of work, after demobilisation. I will not say that the situation at the present moment is really bad with regard to the Reservists. The agitation, however, which sends three or four hundred men tramping to Hyde Park is prompted by an intelligent anticipation of events, and if some movement is not undertaken as the demobilisation continues and the winter season closes in, we shall have a situation which, besides being one of national ingratitude, will exercise the most fatal results upon the present welfare of the Army, and will absolutely ruin recruiting, which is allowed by all to be at a very low ebb just at the present moment. The first impulse of those who glance casually at these statements will be to arise and abuse the War Office—the War Office, that silent receptacle of all abuse that is thrown when Army matters do not run absolutely smoothly. But I assure you in the present case it is not the War Office at all; it is the Government and the people themselves who hold the basis of power by which the Army may be rendered more popular than it is at present. If the Government would only see that the many public offices and institutions were filled, in their subordinate appointments, as with the German Army, with time-expired soldiers and Reservists, we should find that the Army would be a far more popular profession than it is at present. If it was seen that each Government institution was prepared to take its full quota of soldiers, it would dawn upon private employers of labour that there were uses for the ex-soldier. As it is, outside the Post Office and War Office the Government Departments will barely look at the Reservist and time-expired man; while in private life I can vouch that the majority of employers inform their agents that they do not want soldiers. In the present case, the War Office has done what it could to save the men from actual starvation, if affairs should so far develop as to make the chances of starvation imminent. It has been agreed to allow all Reservists and time-expired men demobilised after service in South Africa between May 31, 1902, and January 1, 1903, to rejoin the Colours for a short period or until they can produce a certificate of having secured work. But although this will keep the actual wolf from the door during the coming winter, it does not present a solving of the problem. Nor is it a measure which will add one jot or one tittle to the popularity of the Service. What a miserable reward for three years' devoted service with the Colours in South Africa it is to offer these men a home for six months in such spots as Salisbury Plain or Aldershot, or wherever the regiment may chance to be stationed! But, as I have tried to show, the War Office can do little else. It could not delay demobilisation longer for obvious reasons, and it has not the funds to appropriate for the use of the various institutions, for the most part philanthropic, which exist for the purpose of aiding and advancing the interest of the soldier desirous of returning to civil life. The matter is of such national import that I have no hesitation in saying that the responsibility rests, in the first place, with the Government and, secondly, with the employers of labour themselves. Both are possessed by the same apathy with regard to the Military requirements of the country. The one will work itself up to a white heat over the Education Bill, the other will "burke" their responsibilities until such moment as the menace is absolutely before their eyes; then they will say, "Why were we not informed of this before?" and wring their hands. As usual, too late the British public will wake up to the necessities of any situation.

I would now say a little about the War Office. Mind, I start off with the statement that this office is in a very bad way, and that it is full of departments which are not founded upon up-to-date business lines. But while allowing this, I am positive that the War Office, more often than any other Government institution, comes under opprobrium for alleged short-comings which it does not deserve. It is so easy to abuse the War Office, so simple to let go a scathing string of sarcasm against an institution which you may be certain will not attempt in any way to refute the allegations made against it. And the system which appears to me to be uppermost in the spoiling of the War Office is that by which successful soldiers in the field are rewarded for their services with the highest administrative billets there. And—no soldier will deny this—it does not follow in the least that because a man has been a brilliant soldier in the field he will become an able administrator in the War Office. Experience teaches us practically the opposite. As a matter of fact, an able administrator must be trained in the shop, and not brought in at the eleventh hour. But the War Office is run on the assumption that every

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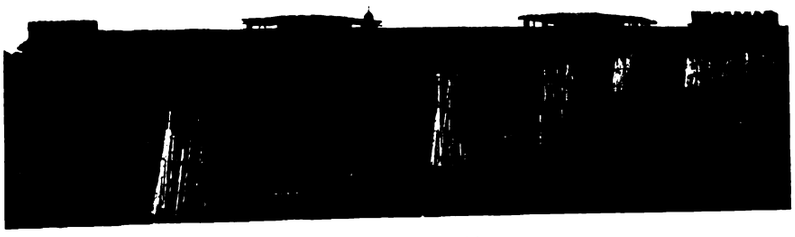
soldier, if he has a modicum of success in the field, must be a capable administrator of the civil duties connected with the Army. Could there be an assumption further removed from the truth than this? Yet it is at the bottom of much of the friction in the War Office, and handicaps able civilians in their duties, men whose life's study it has been to perfect themselves in the work devolving on them by studying the needs and the wants of the Army in order to meet them. For this reason we have the recent Remount scandals. Let us just take a peep at our friends across the sea. The policy employed by the German War Office might set us an example, if we are really earnest about Army Reform. There the administrative portion of the War Office is absolutely removed from the purely military side. The Quartermaster-General's Department is as purely a civil administration as the Posts and Telegraphs. And so it should be with us. Of course, expert knowledge should be consulted; but it is possible to profit by expert knowledge without actually handing the whole control over to its possessors. This could be arrived at by advisory boards sitting in conjunction with the civil authorities. But it is absurd that a soldier who has been engaged in purely administrative work in the War Office, and who has proved himself a first-class office man, should have to be sent to a campaign to get the brevet which is necessary to prevent him passing out of the public service through the age limit. Yet this has had to be done in more than one case. To such an extent small-minded militarism rules administrative ability in the War Office, that a man may not receive promotion for civil capacity.

THE TRANSFORMATION OF UGANDA.

WITH the linking up of the great African line of railway running between Mombasa and the Victoria Nyanza, many changes may be expected to be made in the conditions of life hitherto prevailing in British East Africa and Uganda. Until the engineering work had so far progressed that the locomotive could run to the lake, mule transport had to be employed; but now that the shriek of a locomotive is heard on the shores of the Nyanza, this has been superseded by steam. One of the pictures we publish to-day shows a number of these mule teams, which have been sold as remounts, and they are now on their way to South Africa, if they have not already arrived there.

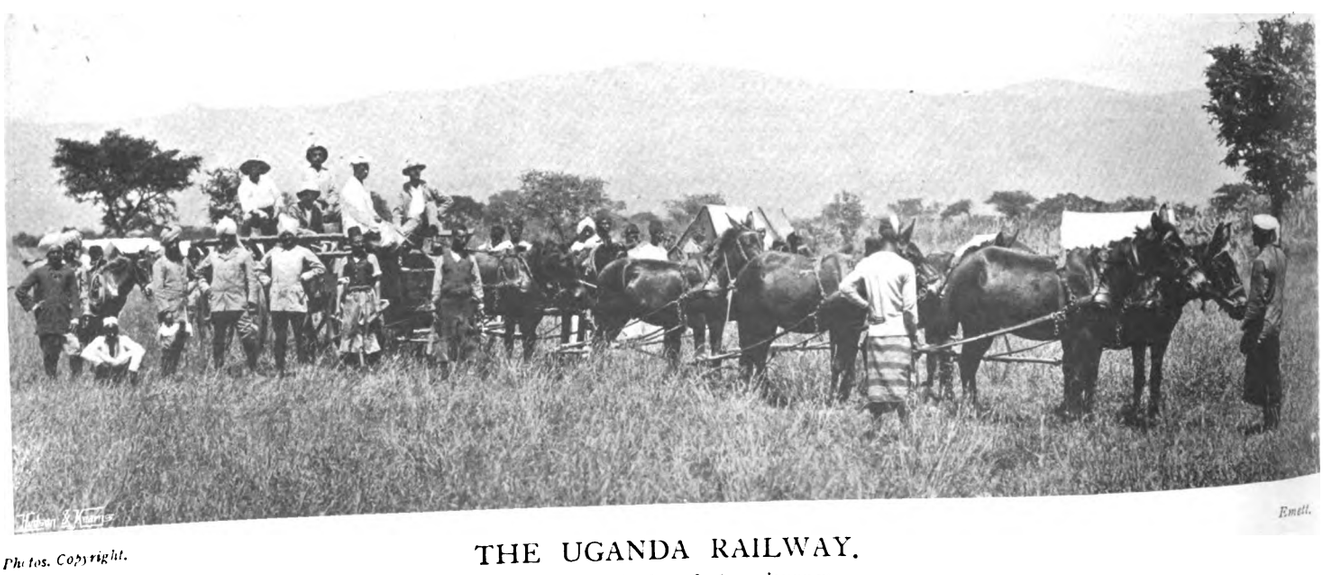


FORT TERNAN.

The scene of the late troubles with the Wanandi.

Sir Harry Johnstone has spoken of the Uganda Railway as a wedge of India driven into Africa. Indian labour has been well to the fore in the construction of the line, for the natives in many cases have proved too lazy to work. Round some of the railway centres, and in Uganda itself, the Indian trader has firmly established himself. The other illustration is a snap-shot of Fort Ternan, called after Colonel Ternan, formerly Commandant and Acting Commissioner in the Uganda Protectorate, but who has since done distinguished service in South Africa. In the vicinity of this fort, with its memories of fights with the Nandi people, is now a railway station. This point is reached, 540 miles from the coast, shortly after crossing the Mau escarpment at an altitude of between 5,000-ft. and 6,000-ft. Fifty miles further in the interior is the lake shore, where the line drops to 3,700-ft. It will probably be some little while before the Uganda Railway is formally opened, for though trains run regularly in each direction, there still remains much heavy engineering work to be done. Temporary structures have to be replaced, and temporary deviations turned into the permanent way. It is estimated that quite a year will elapse before the construction of bridges, etc., is completed.

A consular report just issued states that two fair-sized steamers are now under construction for working the traffic from the centre of Ugandi across Lake Victoria to Port Florence, the terminus of the railway. The journey across the lake takes two days, and the steamer runs so as to connect with the train. On reaching the eastern shore of the lake passengers land from the steamer in boats and lighters, and make their way to the station, which is some two miles distant. In most cases the train is waiting, and passengers can sleep in the carriages. At present passengers have to provide their own tents, etc., but a bungalow is in course of construction, which will serve to accommodate all waiting passengers till the train arrives. The journey to Mombasa usually occupies three days, and the arrangements for refreshments are at present somewhat primitive.



Photos. Copyright. THE UGANDA RAILWAY.

A mule transport ready for a journey.

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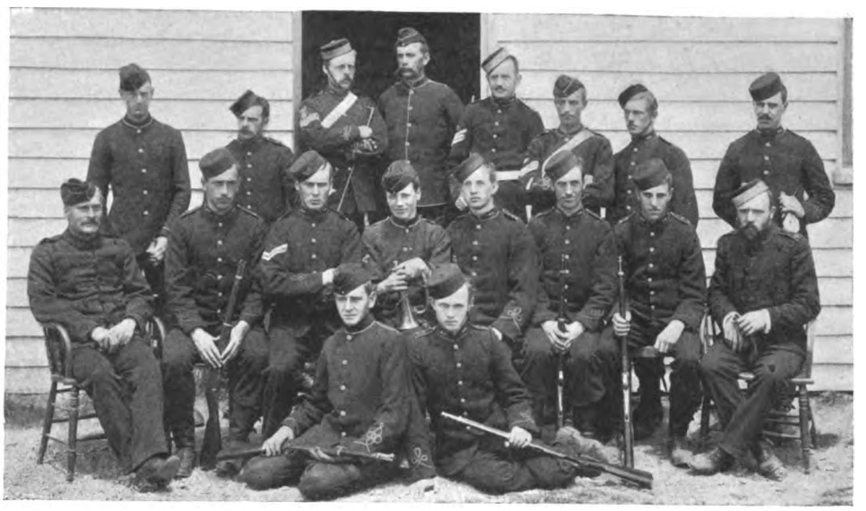
BRITAIN BEYOND THE SEAS.

A WEEKLY STUDY OF COLONIAL NAVAL AND MILITARY INTERESTS.

By IMPERIALIST.



NEW ZEALAND VOLUNTEER ARTILLERY.

WHILE, as a general rule, the writer of these notes prefers to deal broadly with Colonial Naval and Military matters, it is a pleasure and a privilege to him to treat, occasionally, of topics which primarily, perhaps, only affect a particular section, or community, or corps, in some particular locality. By doing so he hopes to strengthen the pleasant bond of intercourse which has now been growing between him and his readers for over a year, and to quicken the flow of correspondence which he is receiving, and still eagerly solicits, from well-wishers of NAVY AND ARMY ILLUSTRATED all over the world who have taken an interest in this, comparatively speaking, young department of the paper. Moreover, it almost invariably occurs that, whenever some particular development is brought specially to our notice, it is found to be really of very general significance from the standpoint of those who look upon Imperialism as made up not only of big fancies, but of little facts.

A distinct case in point is that of the Montreal Highland Cadets, a very excellent and efficient organisation, of which a capital "Regimental Record," compiled by Captain Ernest Chambers, some of whose previous work in a similar direction has received appreciative notice in these columns, lies before us. We need only say of the present publication that it is a model compilation of the sort, admirably produced and illustrated, and full of interesting information concerning cadet corps in general and those of Montreal in particular. It would be a graceful act on the part of British Volunteers with a few shillings to spare to support such a worthy publication by asking their booksellers to procure them a copy from the publishers, Messrs. Desbarats and Co. of Montreal, and Scottish Volunteers, in particular, should be interested in the record of the organisation and development of a corps which has a very firm basis of Scottish character and sentiment.

The primary object with which our attention has been called to the Montreal Highland Cadets has been to stimulate interest not so much in the published record of the corps as in the corps itself, which is badly in need of subscriptions towards the renewal of uniforms. The facts of the case are certainly impressive. For over fifteen years the Montreal Highland Cadets Battalion has been carried on by the Commandant, Major Fred Lydon, with the very smallest amount of outside financial assistance. In that time the battalion has given over four hundred well-drilled youths to the Canadian Militia, and its contribution to South Africa was certainly equal to that made by any Militia regiment in the Dominion, and much greater than that from most Militia corps. Notwithstanding this, the Canadian Government does not give a cent even towards the expense of the cadets' uniform, and the outlook is anything but cheering. "We want just such powerful assistance as your paper can give," writes one closely connected with the corps to the Editor of this journal, and it is with peculiar goodwill that we address ourselves to the double task of urging the Canadian Government to consider the splendid possibilities of cadet corps as feeders to its active forces, and of interesting our readers in this particular organisation.

We have not space here to expatiate upon the various claims of the Montreal Highland Cadets Battalion to recognition by the outside public in Canada, and by those interested in such developments in the Mother Country and in other Colonies. Captain Chambers has written a record, in recommending which to our readers we are making as good a preliminary effort on behalf of Major Lydon's corps as lies within our power. But we shall keep the matter in view, and hope to be able to report at no distant date that the present appeal has had good results, and that the future of the Montreal Highland Cadets is no longer troubled by financial apprehensions. Meanwhile we may claim incidentally to have made good our contention, that very often a matter which seems at first sight of merely local significance has a genuine Imperial interest. For at least there is something distinctly Imperial in the idea of Scottish clannishness taking the form of boy-soldiering in one Colony, with splendid results in the shape of adult military service for the Empire in another.

From another Canadian correspondent we have received an account of the death at Halifax, Nova Scotia, of a fine old soldier, Mr. William Blackman, senior, who, until a few years ago, was the respected and popular bandmaster of the Halifax Garrison Artillery. Mr. Blackman passed away at the ripe old age of seventy-nine, and his career was one of real Imperial interest. His father was a colour-sergeant in the old 62nd, in which he himself enlisted as a band-boy at the age of fifteen. During his service Blackman was nine years in the East Indies, a year and a-half in the Crimea, five and a-half years in Nova Scotia, and one year in Canada West. He was present at the battle of Sobraon, and is said to have been the last survivor of this campaign in the Dominion. He also served throughout the siege of Sebastopol, and was specially mentioned in General Orders for having volunteered to go out under fire to bring in the wounded on September 8, 1855, after the attack on the Redan. Mr. Blackman obtained his discharge in 1862, and forthwith became bandmaster of the Halifax Volunteer Battalion, leaving it in 1890 to go to the Garrison Artillery in the same capacity.

It goes without saying that an impressive military funeral was accorded to this distinguished veteran, whose life was, indeed, an object-lesson of honourable and useful devotion to the service of the Empire. To have fought for India at Sobraon, and for England at Sebastopol, and then, after twenty-four years' good service, to have settled down to work as a Canadian citizen soldier for 35 years more, is, indeed, a career of which Mr. Blackman's relatives, and, indirectly, his comrades, may well be proud. It is to be distinctly added that he was a useful citizen as well as soldier, and one cannot but deplore the fact that he passed away before he could, with the rest of Halifax, extend, as one can so readily imagine he would have done, a hearty welcome to the 5th Battalion Royal Garrison Regiment which will now have arrived in that locality. With what genuine respect would even the older soldiers belonging to the latter have listened to Mr. Blackman's reminiscences of great battles fought and won before they were born, while the old man would, we may be sure, have gladly foregathered with this younger generation, and have kindled with satisfaction if in the ranks of the newly-arrived corps he could have found a former officer or man of the old 62nd, which he himself joined more than three score years ago.

Some months ago we printed an admirable portrait of Admiral Sir Harry Rawson in his new surroundings as Governor of New South Wales. In the accompanying letter-press allusion was made to the popularity which Sir Harry was acquiring in, and the social influence he was exercising upon, Sydney society. It is pleasant to see this view amply confirmed in the Australian Press. In a recent issue of the *Pilot*, under the heading "Men You Should Know,"

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an account is given of Sir Harry Rawson's services, and of his performance of his new duties, which is a striking testimony to the wisdom shown in his appointment. "Few Governors have been so well received or given so much satisfaction," writes the eulogist, who shows, by the way, a remarkably full and accurate knowledge of Sir Harry's antecedents. "His breezy nature and open-hearted disposition take with Sydney society and the man in the street. He is always ready for anything to please and make Colonial life happier." And, again, "The colony is honoured in having such a brave and thorough Britisher to preside over it for the next five years." This is no ordinary made-to-order "appreciation," but an evidently genuine expression of personal regard, which, coupled with an unquestioned feeling of respect for Sir Harry Rawson's firmness of character and knowledge of men and manners, bodes well for the conservation of the best possible relations between New South Wales and its Governor during the latter's tenure.

In view of this outspoken satisfaction with the selection of a Naval officer for an Australian Governorship, it will be interesting to note whether the Colonial Office will proceed to draw the obvious conclusion from such a highly successful experiment. It was understood that Sir Harry Rawson's appointment was largely determined by special considerations connected with the future of Australian defence. But now that, quite apart from his value as a possible counsellor on this question, the new Governor of New South Wales has shown himself so peculiarly well fitted for his post in other ways, it may well be urged that there are scores of minor Colonial posts in which Naval officers who might care for a temporary change of employment or for a "retiring billet" would probably succeed quite as well as, if not better than, Military men in a social and administrative sense. There is, moreover, force in the contention that, although we have not a plethora of Naval officers to spare for such work, and there are probably not a great many who would care to undertake it, there would be a distinct Imperial advantage in having self-reliant, alert Naval men in authority at a number of points which, in any great international convulsion, might be visited by a casual war-ship of the enemy. In such an untoward event it is pretty certain that a Naval officer of a junior grade would probably know better what steps to take to beat off or "bluff" the unwelcome visitor than even an experienced "modern major-general."

THE 1ST BATT CAPE PENINSULA REGIMENT.

Photo. Copyright. Duffus Bros.

OFFICERS OF THE 1ST BATTALION CAPE PENINSULA REGIMENT.

Reading from left to right the names are—Back row: Lieut. H. S. Perkins, Lieut. Clutterbuck (Cycle Section), Lieut H. J. Avery, Lieut. F. H. Wood, Lieut. W. A. Humphries, and Lieut. C. Hammersley-Heenan. Second row: Capt A. H. Bullen, Lieut. J. Howard, Regimental Sergt.-Major R. Bell (Scots Guards), Lieut. W. H. D. Tyler (Quartermaster and Paymaster), Lieut. W. Stableford, and Lieut. A. Dalgleish. Front row: Capt. J. A. Yallop, Capt. C. H. Smith, Capt. J. H. Smithers (Adjutant), Major F. W. Smith (Commanding), Capt. G. Crosland-Robinson, Capt. R. H. Pritchard, and Capt. H. P. B. Rigby.

IT will be remembered that in the dark days of 1900, when the Colonial rebels advanced to within a couple of days' ride from Cape Town, Loyalists who had been unable to leave their occupations before, enrolled themselves in thousands in response to the Prime Minister's call to arms. Great credit reflects on these loyal subjects, who, in many cases, had been hard at work all day, and who at night went on guard and patrol to secure the safety of the magazines, armouries, and military stores in and around Cape Town, and who by so doing relieved for duty in the field many soldiers who would otherwise have been forced to perform those duties in Cape Town. Skilled mechanics sacrificed their ordinary pay of from sixteen to twenty shillings per day for the much smaller pay of an ordinary private in order to do "sentry go" and help in the protection of the Colony. These men formed the nucleus of the Cape Peninsula Regiment, and a large number of them, after the perilous times had passed and most of these Colonial Volunteers, or, as they were termed, "Town Guardsmen," went back to civilian life, elected to be formed into a regiment of four battalions, numbering altogether over 4,000 men. The uniform of the whole regiment is khaki and slouch hats, but in order to distinguish one battalion from another a distinctive puggaree is worn by each.

The accompanying illustration shows a group of officers of the 1st Battalion, and is, we believe, the first to be reproduced. This battalion is commanded by Major F. W. Smith, who is ably assisted in his command by Captain J. H. Smithers and Captain Crosland-Robinson. Both these officers have seen active service in expeditions against the natives of Bechuanaland and Matabeleland respectively, and are very popular with the men. Another officer shown in the group who has done good service to the Empire is Lieutenant Clutterbuck, he also being in possession of war medals, as are a good sprinkling of the rank and file.

The battalion has a first-rate instructor in the person of Sergeant-Major Bell, who is an old Scots Guardsman of some twenty years' standing, and under whose tuition this battalion should prove to be a very efficient one. One thing is certain, and that is, the whole of the officers and men take the greatest interest in their work and the reputation of the corps.

The honorary colonel of the 1st Battalion is the Mayor of Cape Town, he also being honorary colonel of the 3rd Battalion, while Captain G. J. G. Roy, D.S.O., of the Cape Mounted Rifles, is the staff officer.

The members of this regiment have not been awarded any decoration for their services, but they have the satisfaction of knowing they did all it was possible to do to assist the Government and uphold the honour of the Empire, and that in itself they think sufficient reward.

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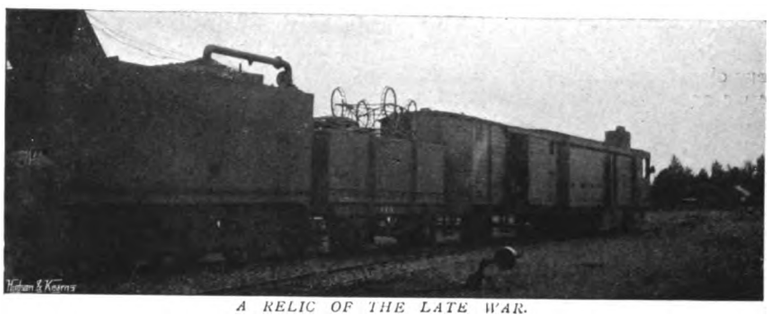
FLAG-SIGNALLING.



A RELIC OF THE LATE WAR.

THE NAVIES AND ARMIES OF THE WORLD.

A Weekly Causerie by David Hannay.

THE Naval, or rather partially Naval, campaign of Cæsar against the Pompeians, of which I spoke last week, may seem to have very little to tell us. But then neither have the old wars at sea down to Trafalgar if we insist on having exact similarity of circumstances before we attempt to reason from the experience of the past to the probabilities of the future. Nothing closely resembling the modern war-ship has ever been seen. The triremes, quadriremes, and quinqueremes of the ancient world were to some extent independent of the wind, and in so far they had something in common with the steamer. But they were moved by the labour of men's arms, which meant that they were necessarily very light and that they were crowded with rowers. Their planking was only three inches thick, and they were built with unseasoned timber in order to make the construction easier. The builders wanted to be able to bend their planks easily. Consequently, they were weak, and did not last long. Waling-pieces were fixed on outside to give a greater degree of strength than they could have derived from their construction, and they carried cables outside to hold them together or to be used for under-girding. They were crowded with men. At the battle of Ecnomus, fought between the Romans and the Carthaginians, the quinqueremes carried 300 rowers and 120 marines. It is obvious that such craft could not stand the strain of long cruising, and if they had been able to do so, could not have stored the food and water needed for their complement. In size they were not much more than 20-ft. wide and 150-ft. long—the proportions of a trireme.

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Of course they had to hug the shore, partly in order to be able to renew their provisions, partly because they had to land their men frequently for their health's sake. It is plain that one has to be very cautious in arguing from their doings to the operations of steamers, even when it is recognised that the obligation to keep up the supply of coal does more or less tie the steamer to a port. The mediæval galleys differed only in details from the trireme or quinquereme, and have much the same powers, subject to pretty much the same limitations. As for the sailing-ship, she certainly was incomparably better able to keep the sea, and in that respect was even more independent than the steamer. But then she was helpless in a calm, and at all times very subject to the wind. The monsoon or the hurricane season put a stop to all Naval operations in the Bay of Bengal or the West Indies. Yet the examples of the galley and the sailing-ship are all we have. If we must not use them, we have no means of calculating the probable course of a Naval war. All presumption of time future is, and must be, memory of time past. And then, after all, these ancient wars were contests of power and energy. If we take care not to run the comparison too close, we can learn something from them. We must also take care to make our survey sufficiently comprehensive.

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When they are taken altogether there is one deduction we may fairly make from them. It is nowadays constantly taken for granted that a Naval war is bound to end in the complete victory of one side or the other. Nothing is more common, for instance, than to find writers asserting that the next great Naval war in which we are engaged must end by affirming our universal superiority, or in the ruin of the Empire. This is not demonstrated. It is simply assumed. Yet, on the face of it, there is nothing to authorise the assumption. Why should it be impossible that we ourselves should be in the same month defeated in the North Sea and victorious in the Mediterranean? What is there in the nature of things to make it a self-evident proposition that success and failure shall not counterbalance one another on the sea, as they have done on land? Why are we to put it down as an undeniable truth that we are never to find ourselves, at the end of a great struggle on the sea, in such a position that while we have won battles and averted fatal disaster, we have yet suffered overthrow here and there, and have been so severely taxed that we are glad to make a compromise, to yield something in order to obtain a peace which has become needful? Observe, this was the end of our struggle with the Dutch in the seventeenth century, and with the allies in the War of American Independence. We certainly did not drive the Dutch off the sea, nor they us, when the whole series of our wars is taken together. Holland fell out of the race because it was a small country which was bound to be excelled so soon as great States of the strength of France and England had become fully developed. It is absurd to suppose that we are certain to excel nations of forty, sixty, or eighty millions of inhabitants.

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The fact is that this common assumption is based on nothing except the result of the rivalry of England and France in the eighteenth century—on one war fought in most exceptional circumstances. Our complete victory was made possible by the corruption of the French Monarchy, the social disorganisation of the Revolution, and the strain put on France by her constant land wars in Flanders and Germany. Moreover, we had no other enemy to fear, for Spain was nerveless and Holland worn out. Are these conditions to be permanent, and if not, what is the sense of looking to them only? What the history of war shows when we take a wide survey of it, is that there may be a balance of power on the sea as well as on the land. It was so, for instance, in the case of the century-long rivalry of Genoa and Venice. It had been so as far as the sea was concerned between Rome and Carthage. Carthage went down because she was only a trading city, with a small governing class and a mixed dependent population of barbarians. Her armies were multitudes of mercenaries who were not to be trusted, and she was worn out by wars on land. Her danger was to some extent ours, for we also may find one day that the necessity for maintaining vast armies to fight on distant frontiers is drawing away the resources needed for our Fleet, and that we have to welcome a peace by which we lose, even though we have not been beaten on the sea.

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This may not be an agreeable prospect to those who are pleased to take it for granted that the very exceptional combination of circumstances which gave us our unparalleled position in the nineteenth century must endure for ever. In reality it is gone already, with the growth of other Navies in number and quality, and the enormous extension of our vulnerable land frontiers. When one does not enjoy living in a fool's paradise it is better to face the facts. There is nothing in them to inspire terror, or even regret, unless we start with the imbecile assumption that it is very wrong in other people to have Naval forces, and to insist on having a place of their own on the terraqueous globe. Supposing we do have to arrange with others and make concessions. We had to do that very thing in 1783, and were none the worse for it in the long run. For of all the assumptions made in this matter,

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the most absurd, and the most offensive to ourselves, is the assumption that a Naval defeat, or even a mere failure to win complete victory, must mean the utter ruin of the British Empire. It would be a very poor thing if that were the case—a very clay-footed Colossus. We will wait for the evidence before we accept this proposition. In the meantime we may as well remember that our own destruction does not necessarily follow from our inability to destroy other people. It did not in 1783, and need not again. All we have to do is not to go into war with the windy conviction that we are sure to win everywhere and fully, and that we are beaten unless we do. Some Naval critics seem to have nothing more at heart than to instil this wild belief into the heads of their countrymen. If they succeed, the first consequence of a check will be to set going a panic which will do us far more harm than the enemy's fleets.

SUBMARINES, PAST AND PRESENT.

THE number of so-called modern inventions which have been anticipated—sometimes by many centuries—is legion, and among them must be included the submarine. Submarine navigation appeared as an object of discussion only with the sixteenth century, when Bacon mentions it, and alludes to some experiments carried on at Toledo in 1538 before Charles V. of Spain, but these vessels were only diving-bells, and diving-bells had been known to the ancients, for Alexander the Great is said to have made use of them at the siege of Tyre, 332 B.C.

However, in or about the year 1620 there was constructed in London an impermeable submarine boat, in which twelve rowers and some passengers could stay, and this, the first genuine submarine on record, was actually navigated beneath the surface of the Thames from Westminster to Greenwich. Its inventor was a Dutch scientist and philosopher, by name Cornelius Drebbel, who was born at Alkmaar, Holland, in 1572. This remarkable man first came to England in 1604, but in 1612 he returned to the Continent, on his appointment as tutor to the young Prince of Austria by the Emperor Ferdinand II., an office which he fulfilled so ably that he was promoted to be a State Councillor and given a fat salary. In 1620, however, Prague was captured by the King of Bohemia, who imprisoned several members of the State Council, and put some of them to death. Drebbel was one of those selected for capital punishment, but he managed to escape, and made his way back to England, where he was warmly received by James I. and given lodgings in Eltham Palace. During his previous sojourn in this country Drebbel had made a name for himself by reason of his curious inventions and experiments, and he now took up the thread of his scientific studies again. Soon his wonderful submarine boat appeared on the Thames. Very little is really known about this vessel, for Drebbel jealously guarded the secret of his invention. It is certain, though, that the submarine was propelled by oars, and it appears to have embodied the principle common to all modern craft of the kind, namely, of the water-ballast compartments, with pumps for emptying them to restore the buoyancy of the vessel. Respiration was obtained by means of a wonderful liquid, also invented by Drebbel, and called by him "quintessence of air." This liquid claimed to have the properties of purifying and regenerating vitiated air. Then the boat must have been provided with some novel method of artificial illumination, for Drebbel laid stress upon the fact that "in this boat a person could see under the surface of the water, and without candlelight, as much as he needed to read in the Bible or any other book." Lastly, the vessel must have been of considerable size to accommodate the twelve rowers and some passengers.

THE INVENTOR OF THE FIRST SUBMARINE.

It is related that after the successful subaqueous trip which Drebbel made with his boat from Westminster to Greenwich—and it would be interesting to know how he managed to navigate it between the tortuous piers of old London Bridge—King James was anxious to test the apparatus himself, but was dissuaded from his intention by his courtiers. We hear of no more subaqueous trips after the Westminster-Greenwich one, and in 1634 Drebbel died, without, so it is said, having been able to perfect his boat. According to a work entitled "Chronicles of Alkmaar," published in 1645, the compiler, in speaking of this illustrious native of the town, alludes to Drebbel's remarkable ship, and states that "not long ago it was yet to be seen lying on the banks of the London Thames."

The accompanying portrait of the inventor is reproduced from a woodcut forming the frontispiece of one of his own scientific treatises, contained in the library of the British Museum. A contemporary account describes him as "a very fair and handsome man, and of very gentle manners, altogether different from such-like characters."

Directly Drebbel was dead, a certain Father Mersenne took up his idea, and advanced some improvements of his own. Mersenne advocated the cigar or fish shape, so that the craft might go forward and astern without turning, and phosphorescent substances to give internal illumination. Then his idea for obtaining fresh air was by the use of tubes, wrapped in leather, which should float on the surface; while leather bags, furnished with faucets and fixed to trap doors in the boat, were to serve for exit to the men and the materials in the vessel. However, Mersenne never got beyond the theoretical stage, and after his lifetime the subject of submarine navigation went to sleep for fully one hundred years.

Nothing has yet been discovered to rob Cornelius Drebbel, "alchemist," of the credit of having been the first person to construct a submarine vessel which fulfilled its promise, on one occasion at least, of voyaging under the surface.

The illustration which is given herewith of the British Submarine No. 2 reveals the art of submarine Naval construction in its latest phase. As will be noticed, this boat is fitted with the newest appliances for wireless telegraphy, the value of which will be proved in the next Naval war. Whether submarines are fated to become important factors in Naval warfare is still a matter of conjecture; but with the ingenuity of all the greatest inventors of the new-born century bearing upon them, we may expect to see considerable developments before the end of many years.

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THE SUBMARINE OF TO-DAY.
The British Submarine No. 2 off Portsmouth.

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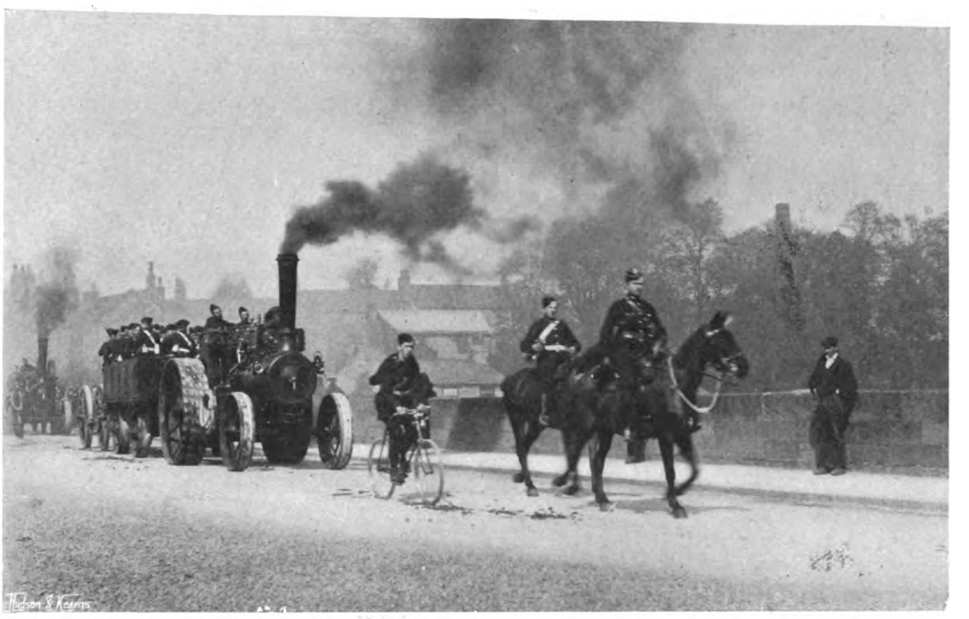
THE VOLUNTEERS AND THE "4·7-IN."

THE LESSON OF THE LATE WAR.

THE recent war will long be memorable among artillerists on account of the part played in it, on both sides, by so-called guns of position, that is, guns constructed primarily for stationary defence, as when mounted in fortresses or entrenched positions, and which were converted into heavy, long-range field guns, thanks to the mobility achieved by their adaptation to travelling carriages. The truly marvellous mobility which was attained in a difficult and mountainous country by the Creusot 94-pounders, nicknamed "Long Toms," as manipulated by the half-trained Boer artillerists, was literally a revelation; but then the enemy had the advantage of a specially constructed and ingenious type of travelling carriage, equipped with a disappearing mounting as well. As a matter of fact, this carriage was not quite the novelty which some writers would have had us believe; at any rate, the Schneider-Creusot people were showing the same article at the Paris Exhibition of 1889. Nevertheless, if the Boer gunners acquitted themselves admirably in this respect, our own men, especially those of the Naval Brigades, really did better with the heavy ordnance, mainly taken from ships of war, which was hurriedly called upon to fulfil the same purpose, for these heavy pieces had not the advantage of a properly-designed land carriage. It will be remembered that during the first half of the real war, the position artillery which we made use of comprised the 4·7-in. and 12-pounder of 12-cwt. Naval guns, which were mounted upon Captain Percy Scott's cleverly improvised land carriages. Later on, the authorities despatched to South Africa a number of 4·7-in. guns, mounted upon carriages which really belonged to obsolete muzzle-loading rifled garrison guns; and, taken as a whole, one of the most valuable artillery lessons inculcated by the war was that henceforth this connecting link between the field artillery and the siege train must be called into actual being on the lines of a regular establishment. For some years past, however, the armies of France, Russia, and Germany have possessed field guns of position. The Russians have a large number of batteries of 4·2-in. steel guns, firing a 28-lb. projectile, while the weight of the equipment limbered up is 42-cwt. France allows two batteries per army corps of 3·7-in. 27-pounders, weight of equipment 37-cwt.; and Germany has a quota of 4·7-in. guns using a 44-lb. projectile with its corps artillery.



"PUFFING BILLY" IN A NEW ROLE.

Steam sapper hauling a waggon-load of artillerymen.

At last the fiat has gone forth that some of our Militia Garrison Artillery regiments are to be converted into field batteries, and that forty batteries of the Volunteer Garrison Artillery are to be rearmed with up-to-date guns of position, so mounted that they may be manœuvred as were identically the same guns in the South African Campaign. Where the Volunteers are concerned this is a very wise move, inasmuch as for purposes of offensive war this is just the *rôle* for which the auxiliary gunner seems to be best suited. The gun issued to the reconstituted Volunteer Garrison Artillery is the 4·7-in., Mark IV., 1901, whose ballistic properties are fully equal to those of any weapon of the same calibre elsewhere. The gun is of wire construction, about 16-ft. in length, and its nominal weight, including breech mechanism, is 42-cwt. Its muzzle velocity is at least 2,200-foot-seconds, and the weight of its projectile is 45-lb., while its maximum range with common shell may be estimated at 9,000-yds. The 4·7-in. is a quick-firing gun when mounted on board ship, but it seems doubtful whether it can be termed such when mounted upon the land carriage at present issued. The latter is still, we believe, a carriage properly belonging to one or other of the old muzzle-loading rifled guns, and is necessarily rather a cumbersome affair. We should like to see this new equipment furnished with a light travelling carriage on the French model, thus rendering a frequent change of position a comparatively easy matter. Our illustrations were taken the other day on the occasion of the first march out and inspection of the 1st West Yorkshire Royal Garrison Artillery after the corps had received its rearmament of 4·7-in. guns. One of the batteries was then manœuvred by steam traction, which was the first time that Volunteer Artillery had ever made use of the same. Not only were the guns and limbers drawn by steam sappers, but the unmounted men were accommodated in a waggon and likewise hauled. The remainder of the guns were drawn by horses. Doubtless, at a future date, the "horsing" of batteries of field guns of position will be almost entirely entrusted to steam road locomotives of a greatly improved type, probably engines burning liquid fuel. The War Office have the subject under consideration, and some important trials with locomotives of this kind will take place in a few months' time.

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AN UNIQUE PROCESSION.

Steam Sappers hauling a battery of 4·7-in guns through Leeds.

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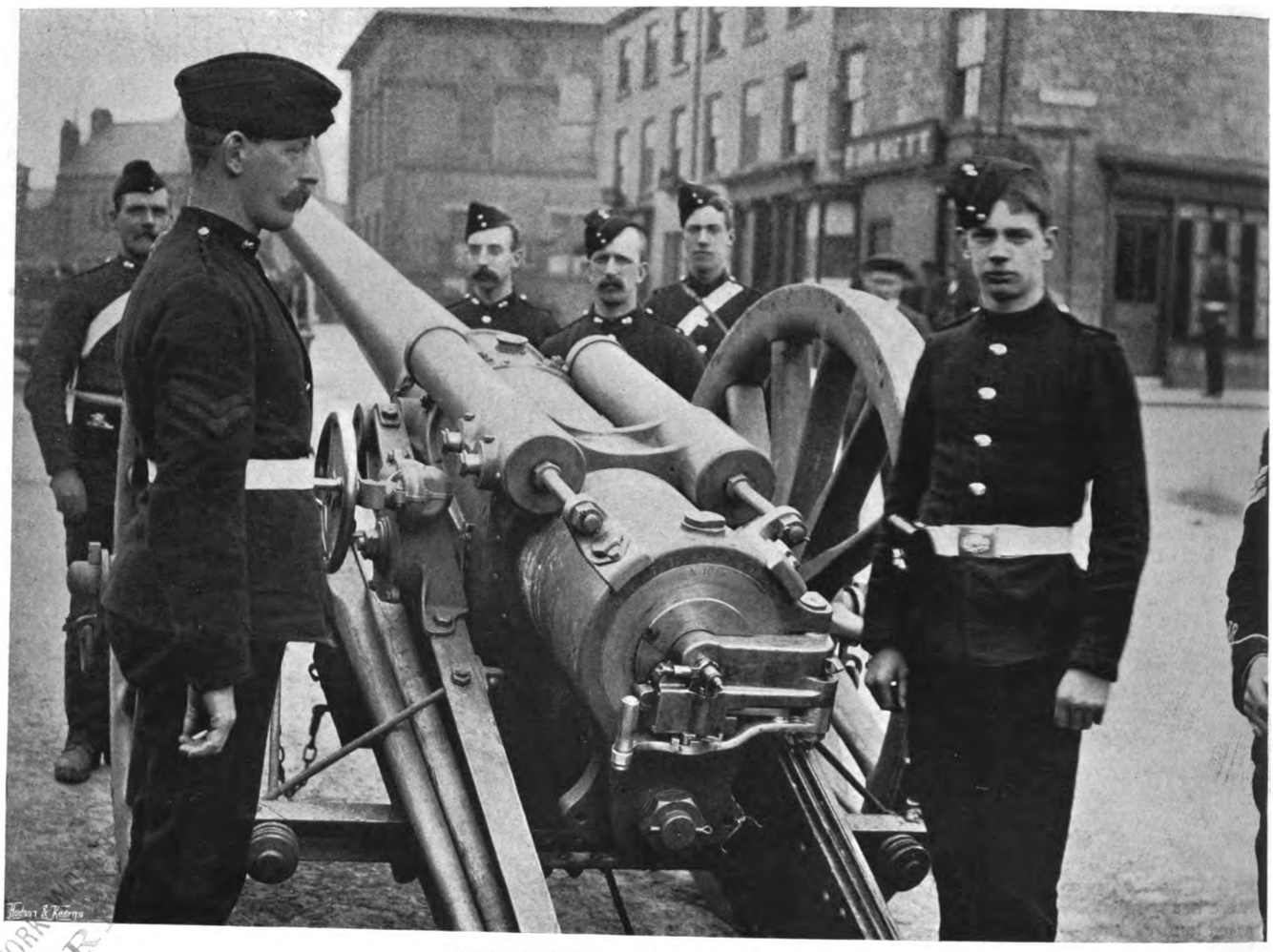

A BRITISH "LONG TOM."

The 4·7-in. quick-firing gun of position, Mark IV., as issued to the Volunteer Garrison Artillery.

Photos. Copyright. *J. Garratt.*

GUNNERS OF POSITION.

Non-commissioned officers and men of the 1st West Yorkshire Royal Garrison Artillery. One of the first Volunteer batteries to receive the new guns of position.

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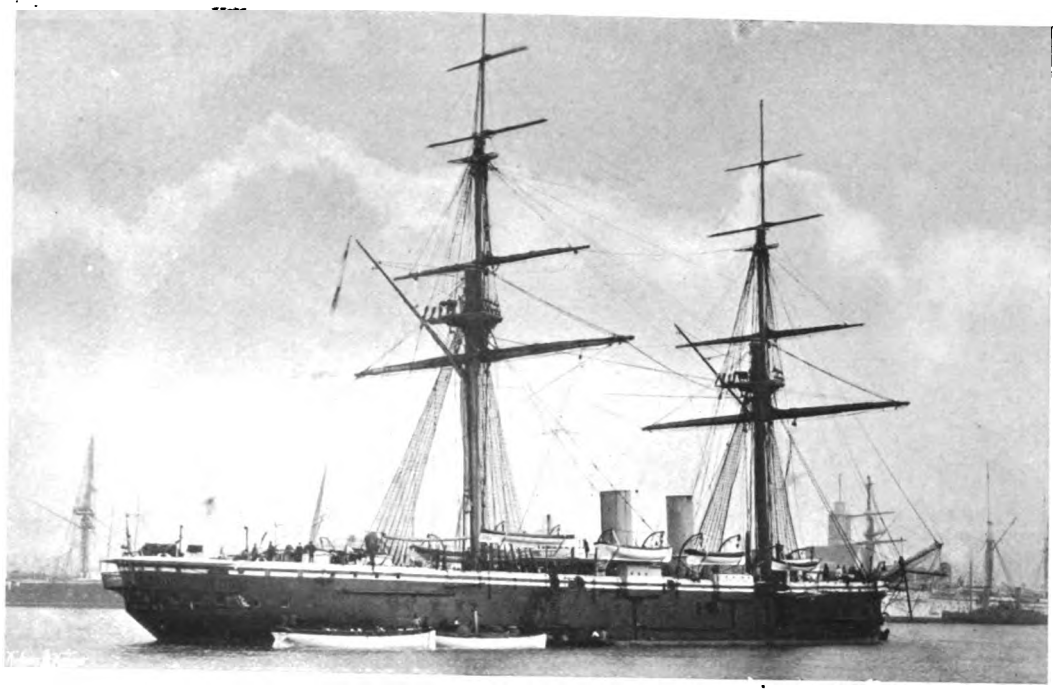
NOTABLE OLD SHIPS.

THE news of the Admiralty's decision to strike the old battle-ship "Temeraire" off the effective list of the Navy was received with widespread regret in the Naval Service. It was understood almost to the last that she was to find a place as a guard-ship at one of our more distant Naval stations, and probably at Esquimalt. But that idea has now been knocked on the head, and the fine old "Last Hope," as she was sometimes called, is not to go away from Devonport, but to remain there as the Depôt ship for the Fleet Reserve of the port. She was built at Chatham between 1875 and 1877, at a cost of just half a million sterling, and since then £160,500 has been spent in refitting her and keeping her efficient.

As a man-of-war the "Temeraire" was a unique ship. She represents to us an experiment that failed. It was attempted in her to utilise the Moncrieff system of disappearing barbette guns for Naval purposes. Her two masts, square-rigged and carrying an enormous spread of canvas, formed also a peculiarity, making the "Temeraire" the biggest brig that ever floated. Indeed, the "Happy Brig" was one of her sobriquets, referring to the pleasant time that all who served in her seem invariably to have had. The "Temeraire" figured prominently in both the Russo-Turkish and Egyptian Campaigns during her fourteen years' service on the Mediterranean station. She was one of the ships, under Sir Geoffrey Hornby, which made the famous passage through the Dardanelles in 1878, and she also took a prominent share in the bombardment of Alexandria. Fort Mex was silenced by her 25-ton guns on July 11, 1882, and later in the same day, with the "Inflexible," she forced Fort Pharos to hoist the white flag. She also assisted in silencing Fort Moncrieff. Some of her crew were at Tel-el-Kebir; and in 1884 the "Temeraire's" crew were in the Naval Brigade with the Khartoum Expedition, with whom they fought at Abu Klea.

The "Cyclops" and "Gorgon" are also two of the latest recruits for our Naval "Legion of the Lost." They are sister harbour-defence ironclads, two of the four special vessels of that class laid down in 1870.

In July, 1870, the Franco-German War broke out, and there was at once a scare about the state of our Navy, resulting in the passing of a Vote of Credit by Parliament of £2,000,000, part of which went to building the four ships named. They were each of 3,500 tons, 15-ft. draught, 9 knots speed, with 8-in. armour, and carrying ten 4-in. muzzle loaders in two turrets. It was not the intention that they should be sea-going ships, nor have they been so.

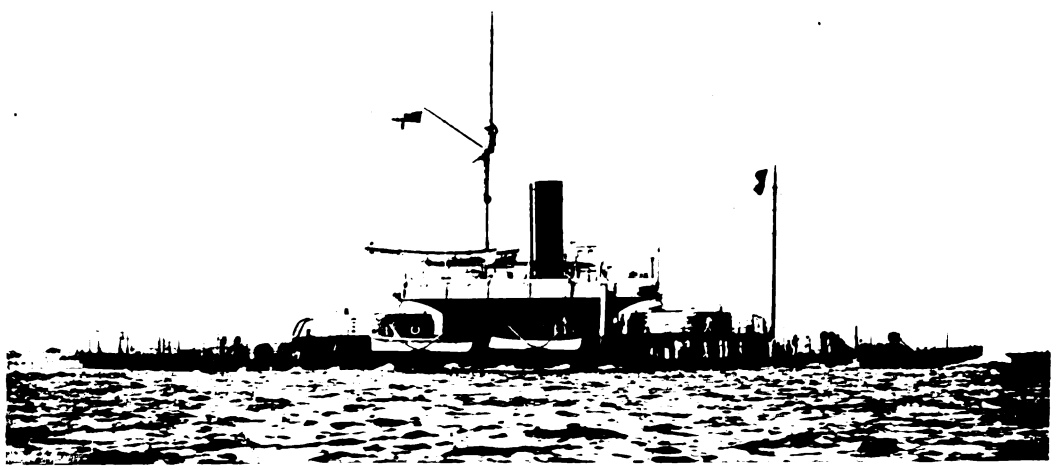


THE "TEMERAIRE."

The "Happy Brig" at her moorings at Devonport.

A RELIC OF THE WAR SCARE OF 1870.

The harbour-defence ship "Gorgon."



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ANOTHER CONDEMNED MONITOR.

The "Cyclops" on a cruise.

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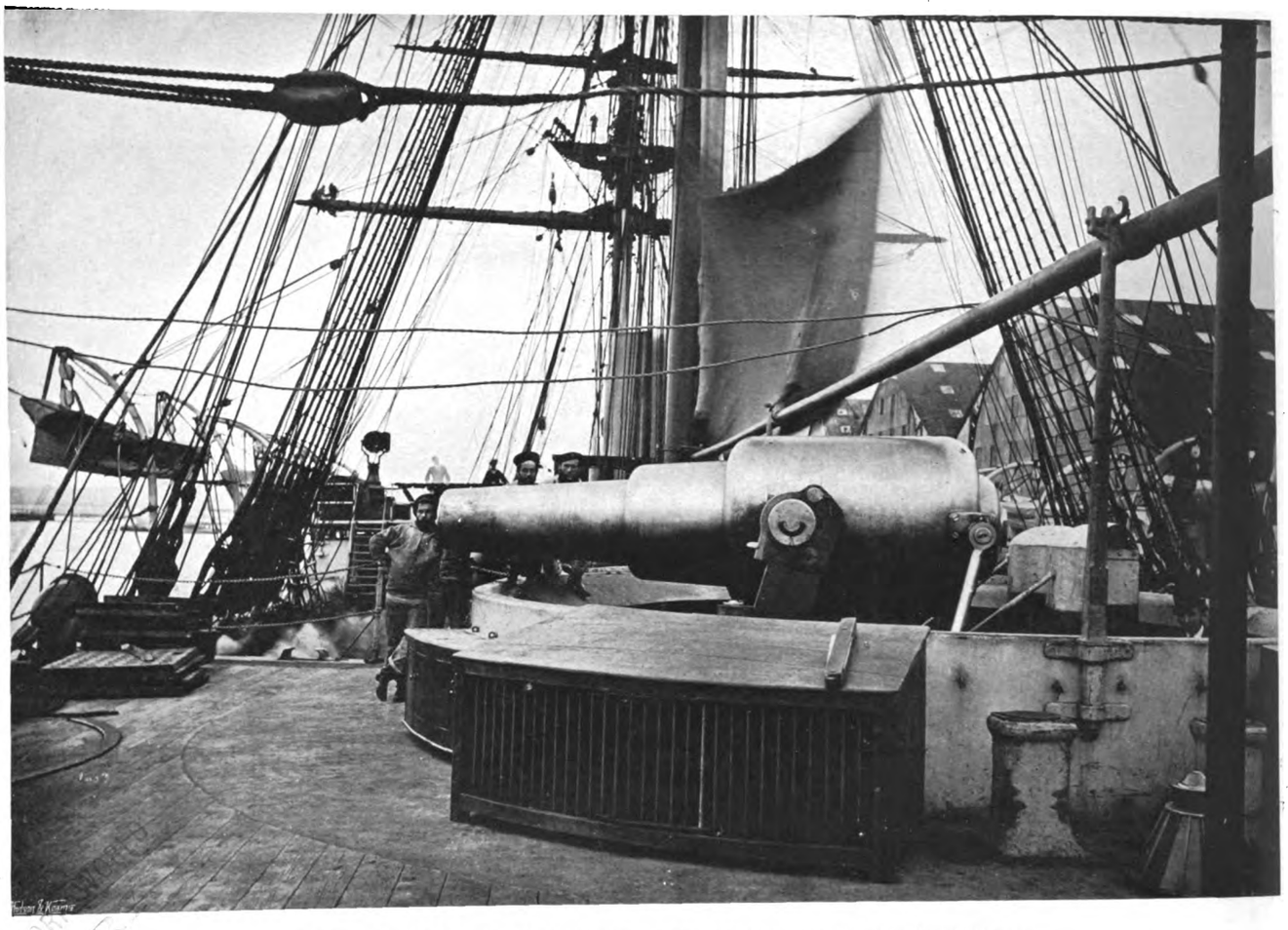
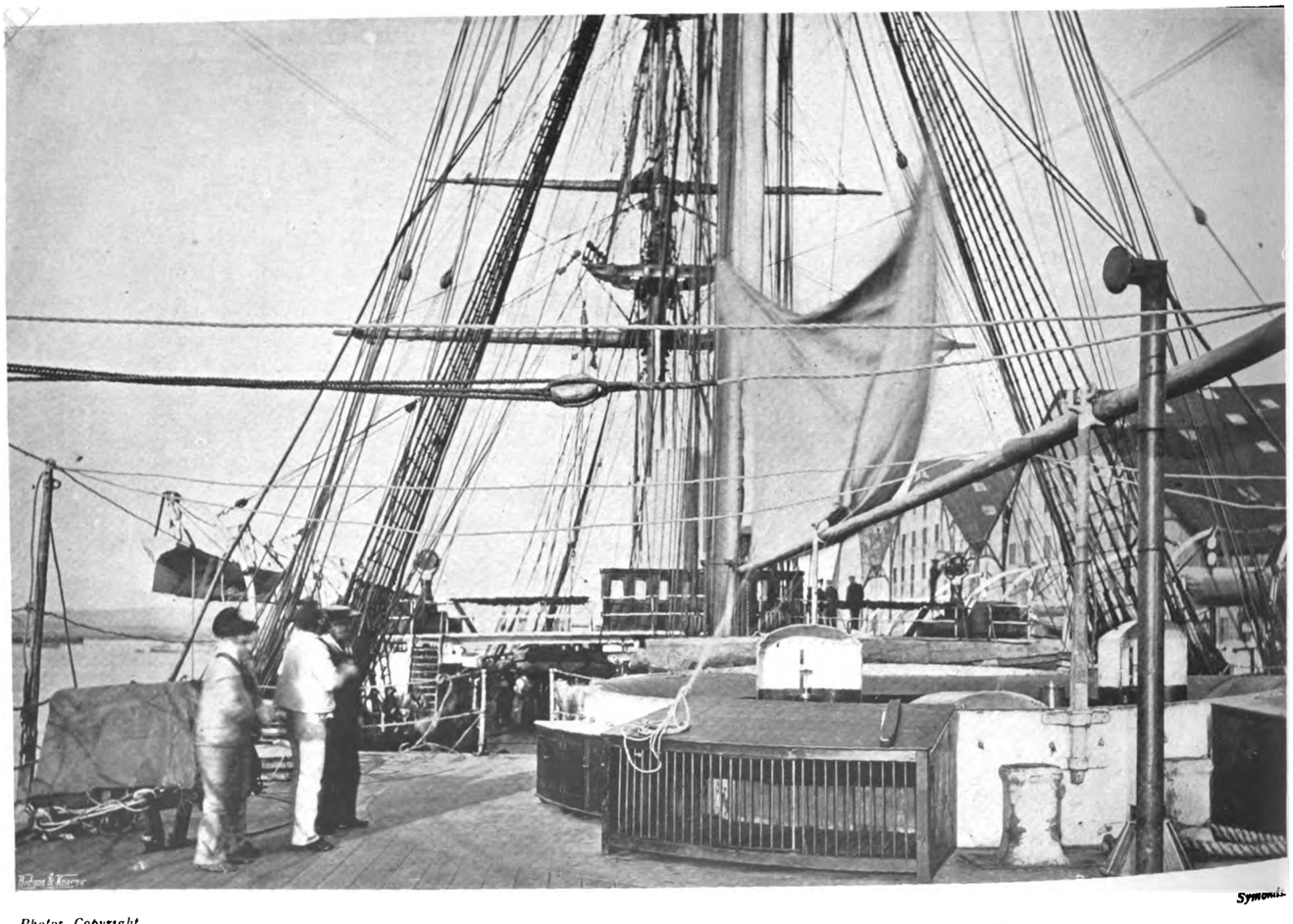


THE AFTER BARBETTE OF THE "TEMERAIRE."

Showing the 12½-ton muzzle-loader ready for firing.



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THE AFTER BARBETTE OF THE "TEMERAIRE."

Showing the 12½-ton muzzle loader lowered for loaaing.

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DEFENCE, NOT DEFIANCE.

AT the Diamond Jubilee of Queen Victoria the old colours of the original Westminster Volunteers were carried by the Queen's Westminster Volunteer Rifle Corps, who claim to represent the former corps, which was finally disbanded in 1829. Indeed, in Regimental Orders it has been stated that the present Mounted Infantry Company of the battalion are the distinct successors of the Westminster Dragoons, to which designation Colonel Sir Howard Vincent, who commands the corps, asserts his mounted detachment to be clearly entitled. He therefore lodged a protest against the application of Colonel Burn, commanding the 2nd County of London Imperial Yeomanry, for permission for that regiment to be affiliated to the City of Westminster, and to be allowed to use the arms of the city as the regimental badge, and to be granted the title of "Westminster Dragoons." In the face of the objection made by Sir Howard Vincent, the Westminster City Council acceded to the application of Colonel Burn, provided the necessary authority should be obtained. On behalf of the Yeomanry it has been urged that as cavalry it is far more appropriate that they should be designated Dragoons than that the mounted detachment of an infantry battalion should bear the title. Nevertheless, originally a Dragoon was especially trained to fight either mounted or on foot, and was, in fact, the Mounted Infantryman of his day. In spite, therefore, of the later association with the term, it would be really more correct that Mounted Infantry, rather than Yeomanry, who in some cases at any rate are keen to be recognised as cavalry proper, should be so described. The connection, however, of the 13th Middlesex Volunteer Rifle Corps with the original Westminster Volunteers is, as far as can be ascertained, merely local. The Queen's Westminster can hardly be considered the same regiment with an unbroken history, and under these circumstances it is reasonable enough that the City Council should have put aside the claim of Sir Howard Vincent.

The course of instruction for officers of the Imperial Yeomanry and Volunteers at the School of Musketry, Hythe, terminated this month. It was the last of such classes to be held this year. Altogether there have been three courses, and it is satisfactory to learn that they have all been well attended. This is the first year in which the Imperial Yeomanry and the Volunteers have had so many opportunities of obtaining the great benefit of the musketry instruction carried out at Hythe, as previously only one course was held each year for officers of these branches of the Auxiliary Forces. It may be concluded that the increased facilities afforded to these officers are a direct consequence of the much greater attention that is now being given to rifle-shooting throughout the Service, and it is gratifying to learn that the results have been extremely satisfactory, and that next year three classes will again be held, of which it is understood that the first will commence in April.

It is certainly very unfortunate that the divergence of opinion between the War Office and the Volunteers regarding the means by which the latter must attain the required efficiency should as yet show no signs of diminishing. As in all questions, there is something to be urged on both sides. The War Office is a target for adverse criticism whenever any branch of the Service, regular or auxiliary, betrays that it is not in as high a state of efficiency as appears desirable to the man in the street. It is no matter for surprise, therefore, that the War Office authorities should endeavour to raise the standard of military skill to be exacted from the Volunteer Force. On the other hand, by far the largest percentage of Volunteers, both officers and men, follow some civilian occupation in order to obtain their means of livelihood. As it is, they must devote a very large proportion of their limited leisure time to learning their work as soldiers; but when they are required to fulfil conditions which are impossible, or which are at least in many cases the cause of very grave inconvenience, it is but natural that they should sever their connection with the Force. It is sincerely to be trusted, however, that while making every effort to obtain a modification of the regulations lately enforced, the commanding officers will abstain from saying or doing anything subversive of the strictest military discipline. Lack of discipline has over and over again been asserted to be the inherent weakness in the Volunteer Force. It therefore behoves its officers of highest rank to set such an example, both in speech and action, that no fault shall be able to be found on this score throughout the commissioned grades. The rank and file, also, should do their best to carry out what is required, and not be in too great a hurry to resign. It is not unlikely that ere long the authorities will recognise the impossibility of trying to obtain from Volunteers who can only undergo military instruction for a short period the same results which they are justified in seeking from those who follow soldiering as a regular occupation and means of livelihood. There is a tendency to forget that it was never originally contemplated that the Volunteers would be required to have more than a good elementary knowledge of a soldier's duties and be able to shoot straight, so that, if ever called upon, they could be rapidly turned into the real article. After all, if a proper military organisation is maintained, the Volunteer Force ought not to be called upon in the early stages of even a large campaign. Its splendid contribution to the late war makes many fail to remember that it primarily exists as a Home Defence Army only. Further enquiries at the headquarters of no less than eighteen quite representative Volunteer corps in London emphasise the fact of decreased numerical strength, to which attention was recently called in these pages. It is most probable, indeed, that the total metropolitan decrease will considerably exceed 4,000. As was before explained, however, some of the men lost to the Volunteer Force have joined the Regular Army, and many more the Imperial Yeomanry. Still, the marked diminution is a very serious matter, even when all the most favourable explanations have been exhausted. Nor can it be said that proper efforts to stimulate recruiting are neglected in any part of the country. In Birmingham illustrated posters have lately been prominently exhibited, and in London the 26th Middlesex Volunteer Rifle Corps has recently issued an attractive recruiting card. It shows photographs of a cyclist company on parade, a cyclist orderly, and the machine gun in action. The conditions of service are clearly explained, and the advantages of membership briefly set forth. It is to be feared, however, that until some definite modification of the new regulations is made, the most vigorous efforts to maintain the strength of many battalions will be of little avail. Although about a fortnight ago at Liverpool the Commander-in-Chief paid a tribute to the excellent work performed by the Volunteers in South Africa, he then held out but little hope of lessening the last issued impositions, which he asserted were an irreducible minimum. The best friends of the Force, however, are still sanguine that some compromise may eventually be effected. There is no doubt that it is very desirable that there should be adequate representation of the Volunteer Force on the Headquarters Staff of the Army. There are far more than a sufficient number of capable Volunteer officers who are competent to fill such a position, and until this representation is acquired there is an ever-present risk of mistakes being made from sheer lack of knowledge of Volunteer circumstances.

After commenting upon the decrease of the Volunteer Force in England, it is pleasant to learn that by the end of the

THE ANDREW CHALLENGE CUP.

This valuable challenge cup has recently been presented to B Company of the 4th V.B. Queen's, by Captain C. W. Andrew, J.P., of Kennington. The cup was designed and made by Messrs. Mappin and Webb.

Citizen Soldiers in Town and Country.

By TRAINBAND.

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year it is anticipated that every vacancy will be filled in the new regiment of Imperial Yeomanry in the North of Ireland. Recruiting offices have already been opened at Belfast and other places, and the arrangements for the formation of the corps are being rapidly pushed forward under the direction of the Earl of Shaftesbury, who will be the first colonel of the regiment. Lord Shaftesbury, one of whose seats is The Castle, Belfast, has for some time been on the Reserve of Officers, and as a captain in the 10th Hussars, and subsequently in the Dorsetshire Imperial Yeomanry, has already given proof that he is well fitted for the position he is about to assume. So successful has the formation of the North of Ireland Yeomanry already been, that there is a rumour that another regiment of Imperial Yeomanry will be raised, which regiment is also to have its headquarters in Ulster. It is a long time since any Yeomanry have existed in the Emerald Isle, although such corps were very numerous during the latter part of the eighteenth and the earlier portion of the nineteenth centuries. The unfortunate extent to which political feeling was so often carried in that country led to their being gradually disbanded. Those who know Ireland best, however, are fully aware that there will be no disloyalty to fear from the revival of Yeomanry in Ulster; and as most Irishmen take naturally to soldiering, and all of them love a horse, there is every prospect that a brilliant future awaits the corps which is now being raised.

MACHINE GUNS.

OUR Citizen Army has lately been brought more prominently before the War Office officials, who have decided that the Artillery branch shall be supplied with modern guns in place of the old ones, which are nearly all of an obsolete pattern. The infantry regiments, too, are gradually being supplied with the more modern requirements in the shape of machine guns, etc. A good many corps now possess a machine-gun section, among whom are the 3rd Volunteer Battalion Somersetshire Light Infantry and the 18th Middlesex Rifle Volunteers, both teams of which we give an illustration on this page. One picture shows a gun and team ready to commence fire and pour a hail of shot into an enemy, and the other picture a team ready to start to take up a position. The Maxim-gun team of the 3rd Volunteer Battalion Somersetshire Light Infantry was first formed in July last, and is commanded by Lieutenant P. H. Percival, under whom it has become very efficient, considering the short time it has been in existence.

Photo. Copyright. *Crockett, Taunton.*

MAXIM GUN AND TEAM.

3rd Volunteer Battalion Somersetshire Light Infantry.

With regard to the gun team of the 18th Middlesex, which was formed at the beginning of this year, it consists of one officer, one sergeant, and ten men, among whom are some of the smartest in the regiment. The majority of this team belong to Lieutenant C. B. Hepworth's own company, "K." It owes its efficiency almost entirely to Sergeant Steward, who has been in charge of the team since its commencement, Lieutenant Hepworth only having command during camp. All the members of this team take a very great interest in their work, and a large amount of useful work was done by them during their week in camp this year. The gun is a Vickers'-Maxim, and is nicknamed by the battalion the "ping-pong" gun.

The origin of the machine gun dates a good way back in the history of the world. A breech-loading Requa battery, or as it was termed "organ gun," has been in the Rotunda Museum at Woolwich since 1830. This gun consisted of rifle barrels in three parallel rows, the total number being thirty-one, which were loaded simultaneously by means of a set of chambers, and were all fired at the same instant by a single cap. One of these batteries was used at the siege of Charlton in 1863, and did a considerable amount of damage, but the machine gun of to-day can do far more, not only on account of its far more rapid fire, but by being worked with a swerving motion, which permits of its being swept round with a circular movement, and makes the zone of fire much wider than that of the Requa battery, this being forced by means of its construction to fire its contents at one particular spot.

The later-day machine guns, although having practically the same end in view as the Requa, *i.e.*, that of firing as many shots as possible to the minute, probably had their origin in the Requa.

In 1888 an order was issued by which a section with two machine guns was made part of the establishment of every brigade of infantry and cavalry. Now that these weapons are being served out to the various Volunteer Corps the members are given the impression that they are no longer looked upon as merely civilian troops, but are being placed more on a level with their comrades the regulars.

Photo. Copyright. *Lambert Weston.*

READY FOR A START.

An 18th Middlesex gun team under Lieutenant C. B. Hepworth.

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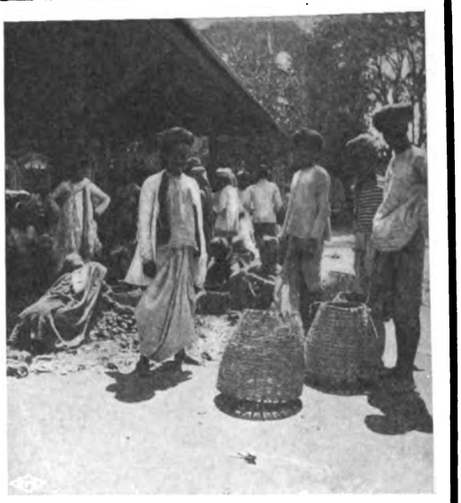
OUR INDIAN EMPIRE.

A RUNNING RECORD OF MILITARY LIFE AND INCIDENT IN THE "SHINY EAST."

AMONG THE TEMPLES, CALCUTTA.

By CAPTAIN OWEN WHEELER.



IN THE BAZAAR, CALCUTTA.

IT is a satisfaction to me to be able to state that the remarks I made last week as to the silliness of supposing that Lord Kitchener is going out to India merely to make the Indian Army "sit up," were written before the arrival of the cabled report of Lord Curzon's farewell dinner to Sir A. Power Palmer. It will be remembered that I ventured to repudiate strongly the notion that the Indian Army was in such a condition that it had any reason to fear Lord Kitchener's coming, and it is pleasant to note how forcibly this view is confirmed by the Viceroy's impressive eulogy of the retiring Commander-in-Chief. While admitting the hope that in the hands of "the foremost English soldier of the time" the work of practical reform will continue without interruption, Lord Curzon dissipates with characteristic vigour the idea that there has been of late any tendency on the part of the Indian Army or those in authority over it to "stop and admire the view." Sir Power Palmer hands over a better and more finely-equipped force than that of which he received the command in 1900, and Lord Curzon's record of the work done during his tenure of the Chiefship is so succinct and instructive that I may be pardoned for quoting it *verbatim*. "He may look back, as he retires," said the Viceroy at the farewell dinner at Simla, "upon an Army almost entirely re-armed with a modern quick-firing rifle, supplied with a large increase of officers, equipped in respect of transport with a *bonâ fide* organisation. He may contemplate a system of frontier defence, worked out upon a scientific plan and almost immeasurably superior to that of a few years ago, the mobilisation of coast defence, artillery rearmament, the Madras reconstruction, and the establishment of Indian factories for the supply of materials and munitions of war. All these enable him to congratulate himself on good work done on each of these lines."

It will probably have occurred to a good many that, in view of such a fine record of actual achievement, it is hardly in accordance with the eternal fitness of things that Sir Power Palmer should not have been allowed to complete the full five years' tenure of his appointment. But it is as well to explain, even at the risk of partially repeating one's self, that the circumstances are somewhat peculiar. As a matter of fact, Sir Power Palmer has been acting all along more or less as a warming-pan—to use a term which, if not very dignified, is most accurately expressive—for, on the lamented death of Sir William Lockhart, there was little question that in due course the vacant Chiefship would be offered to an officer of the Home Army. This has been long the custom in regard to the appointment, and, taken all round, it is a very fair one. In the case of Lord Roberts, an apparent slackening of the rule may be explained by the fact that in his case there could be no possible alternative appointment, while his early service as a Bengal gunner linked him as closely to the Indian as to the Home Army. Previously Sir Donald Stewart, an Indian officer, had succeeded Sir F. P. Haines, an ex-British infantryman, and subsequently Sir George White, an ex-Gordon Highlander, was followed by Sir William Lockhart, of the Indian Army. Poor Lockhart was appointed Commander-in-Chief in November, 1898, and, when he died in March, 1900, Sir Power Palmer succeeded him, at first temporarily, because he happened to be the senior holder of an Indian Army command. He has since been confirmed in the appointment, and though he has held it for an abbreviated period, he may be reckoned lucky since, in the ordinary course, he would probably have still been Lieutenant-General commanding the Forces in the Punjab. As it turns out, the Indian Army has been lucky, too, for not every holder of a temporary appointment proves himself so worthy of being confirmed in his post as Sir Power Palmer has done.

Some interesting details are now available as to the great polo tournaments which are to be held in connection with the Coronation Durbar at Delhi. There are to be two tournaments—as I think I have mentioned before—one open to the world, and one to the Native Army, and all sorts of delightful anticipations are being formed about both. Besides the leading regimental teams, representatives are likely to be forthcoming from several Native States, such as Ulwar, Jodhpore, and Golconda, and it is hoped that several home teams will also be entered, notably one representing the Blues. As the latter will have to play under Indian rules, which forbid the use of ponies over 14-h. 1-in., they will have to make special arrangements for procuring new animals, and it will not be surprising if in the end this leads to a modification of the Hurlingham plan of playing with what in India would be called "galloways." I reproduced the other day what Sir Pratap Singh had to say upon this subject, and upon the superiority of Arab ponies for polo, and shall be much interested to see whether the Durbar Tournaments do not tend to turning the minds of Hurlingham players in the same direction. If it does, there should be money to be made by an enterprising dealer who knows where to go for the right sort of Arab blood.

What makes polo in India so generally interesting is, of course, the fact that it is almost "anybody's game," instead of being, as at home, one which only a very well-to-do man can properly afford. In most British infantry regiments in India polo is played regularly, and capital polo, too, it often is, notwithstanding the fact that the players may only have one pony apiece. A very well-known and successful team has been that of the Durham Light Infantry, which was drilled and captained, as the *P.M.G.* reminds us, by Colonel H. de B. Lisle, who was married the other day, and recently sailed with his bride for India. In my own old regiment we had a very fair team indeed, and one of the best players in it was an officer now high up in the Army Service Corps, who had one of the horridest little ponies I have ever come across. It was a queer little flea-bitten grey, with a nasty trick of kicking at you, cow-fashion, whenever you tried to mount it, but, like most horseflesh of that colour, it was a "good 'un to go," and the way my brother officer used to get about a polo ground on its back was a sight worth seeing.

But it is not only in connection with polo that infantry officers in India shine as horsemen. Some of the very best riders to pig, as well as some of the best jockeys, in India have belonged to what the cavalry used of old to call, rather contemptuously, the "Feet." As for tent-pegging, I remember a pleasant little case in point in my own experience. My regiment was marching in course of relief across Central India, and we came to one of the posts between Goona and Agar, which are held by detachments of Central India Horse. The latter are famous tent-peggers, and while we were in camp some of the detachment volunteered to give us an exhibition of their skill. There was no mistaking the horsemanship of these splendid fellows, but for some reason or another they did not "come off" as well as they usually did in the matter of taking pegs. Our adjutant, who was a brilliant horseman, and had a lovely little black Arab horse of very notable quality, was then induced to take a hand in the proceedings. The faces of the Central India Horse sowars as this foot-officer in faultless form and at a splendid pace took six pegs in succession afforded an interesting study.

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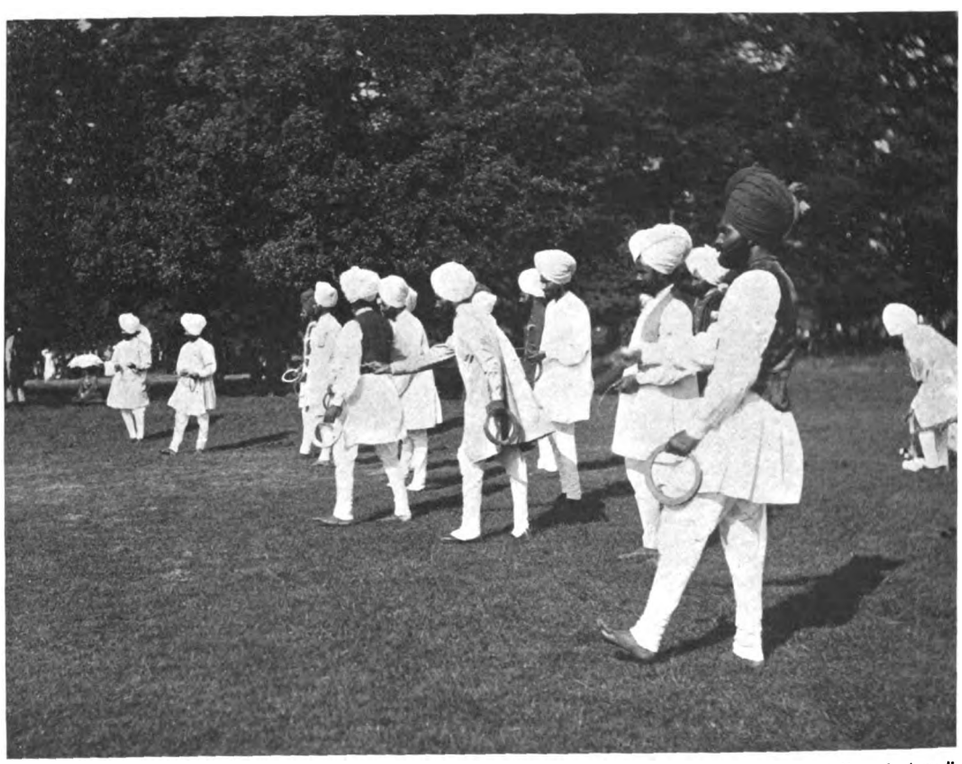
The recent death at Bournemouth of Mr. Parry Woodcock, of the Bengal Civil Service, and some time Judge of Allahabad, has called forth from a correspondent of the *Pioneer* some interesting reminiscences of this fine old specimen of a past generation. Mr. Parry Woodcock, who died at the age of ninety-four, arrived in India in 1827 and retired in 1852, having thus survived to draw his pension for just half a century. His service covered a period of British rule in India which, in spite of the blindness and fatuity that led to the Sepoy Revolt, was one of singular importance in building up that respect for British authority and that regard for British justice which are still our greatest safeguards. Lord Dalhousie spoke of him once as "a most uncompromising fellow," and it was just because the old East India Company's Service was composed largely of men of Parry Woodcock's type that its rule was possible. As a youngster Parry Woodcock was taken by his father to visit Sir Walter Scott at Abbotsford, and he once breakfasted with Macaulay at Calcutta during the latter's term of office as Legal Member of the Governor-General's Council. Macaulay rather tired the Bengal civilian by his "incessant talking," which reminds one of Sydney Smith's grateful allusion to the occasional "brilliant flashes of silence" that modified the full effect of the historian's conversation. As the last of the pre-Mutiny Civil servants of the old "John Company," Parry Woodcock was indeed a venerable link with the traditions of an era of which we do not possess too many personal records.

It is curious that this veteran, who until so lately was with us, had actually left India before an event took place as to which a correspondent writing to the *Times of India* is asking for information. The query relates to a duel fought on the Bombay Cooperage in 1853 or 1854, when Captain Thomas Philips, Honourable East India Company's Service, was shot. Further particulars are asked for, and will doubtless be readily forthcoming, as the duel must have been quite one of the last fought in India, and probably attracted the serious attention of the authorities.

SPORTS OF INDIAN SOLDIERS.

THE subject of our illustration represents one of the many pastimes of our Indian Army. The great Wolsey, when he made the gift of Hampton Palace to his King, surely never contemplated that the time would come when men from beyond seas should be allowed to disport themselves within the King's demesne. The glories of Hampton have passed, and the gardens of the Chancellor have, by Royal command, passed to uses which the great man himself would never have allowed. The uses are good and patriotic and in accord with the times, and no one can regret that the Palace of Hampton Court and its grounds are now open to the public. It is, however, a subject of regret that the Indian encampment furnished the housemaids and the hooligans a position upon which they could work without fear of a flank attack. It seems undesirable that any large body of our fellow-subjects from the East should visit us until we understand each other better. The general opinion is that faults of taste were altogether on the English side, as represented by Whitechapel. Our grave warriors from India are not men of levity, though, no doubt, they can unbend on suitable occasions. They cannot understand 'Arry, and when Eliza wishes to cling to their arms to be "walked out" they are fairly "nonplussed."



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QUOITS AT THE CARDINAL'S.

Sikhs throwing "chakkars" at Hampton Court.

Every soldier class in India has its own sport or game. Some of these are, at first, difficult to be understood by Englishmen. For instance, how many years of occupation of the country were required before polo took hold of the English? Polo comes from Manipur, as some say. Others trace it to Persia. It is certain that polo is a game of Eastern origin, and that we got it direct from Manipur. On this subject, it is possible that H.H. the Maharajah of Cooch Behar could speak authoritatively.

Everything in the East is, as has often been pointed out, the opposite of the West. To show respect, we remove our hats and keep our boots on. The Eastern removes his boots and keeps his hat on. We sew our buttons on the right side, they, when they use them, on the left, and so on and so on.

When we throw a quoit, the back of the hand leads (which sounds Irish, and must be pardoned, as the writer is an Irishman), when a Sikh throws a quoit the palm leads. There is no similarity between the methods. A prize-winner at the Welsh Harp at Hendon would be out in the first round among the Sikhs, whilst the champion of Loodhiana would not have a "look in" against the Cockney. The Sikh throws a quoit with a short run, such as some bowlers take at cricket. There is as much individuality in the method of delivery as there is in the delivery of a cricket ball. There is an art in the attitude at quoit-playing. Some men come up with "blood in their eye," although the target is an inoffensive plantain. Others carefully poise the chucker and take a few gliding steps before hurling it at the mark. Mr. Thomas Atkins, senior, explains to Tommy, junior, that this sport is called chucker "because they chucks it." A well-informed friend tells the writer that the quoit is known as "lohe kà chakkar," or the iron wheel. It was formerly used, especially in the charge, as a weapon of offence. Long-range arms have not been favourable to the use of hand-to-hand weapons, so the chakkar remains as an honourable memory of the past. We have such ancient things amongst ourselves, but as yet there has been no gymnastic instructor who can show us how to use Lochaber axes for purposes of amusement. The Sikh quoit has been in its time possibly more deadly than the Lochaber axe, though the latter assisted in climbing as well as in smiting.

Nearly all the Indian sports have something to do with warfare. Take tent-pegging; we have borrowed that from our fellow-soldiers of the East, and there is no doubt that it is of use to the young spearman. Even tent-pegging has its modern developments. Not long ago it was, in India, practised with a real tent-peg driven into hard ground, requiring a really good lift by the horseman. It is now a game of skill with wire-bound flat pieces of soaked wood put into prepared ground. Perhaps the modern method is best. It is that with which we in England are most familiar. It certainly is prettier. More pegs are taken in succession than it was possible to accomplish under the old method. The horses' feet are saved. *C'est magnifique, mais ce n'est pas le tent-pegging!*

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THE WORLD OF BOOKS.

With the Naval Brigade in Natal.

(By Lieut. C. R. N. Burne, R.N. Arm'd.)

A WELCOME addition to the literature of the war is that of Lieutenant Burne. It is an unadorned narrative of ten months in South Africa, while the author was in detached command of two 12-pounder guns of the "Terrible" and "Tartar." The guns, of course, pervade the book, and the author says, with great truth, that without the energy and ability of Captain Scott, who was resolved that the Navy and its guns should be represented in the campaign, Ladysmith would not have been saved, and Natal might have been lost. The author, being landed, went with his guns to the front, and was present in the battle of Colenso, which, he thinks, would not have been lost if there had been more guns of large calibre to pound the Boer position. He was in the engagements at Spion Kop and Vaal Krantz, and after a great deal of hard fighting entered Ladysmith. Then came a time in hospital, and weary waiting at Elandslaagte, after which he advanced with General Buller and saw a great deal of the fighting which followed, up to the final withdrawal of the Naval Brigade. All this makes a most interesting narrative, though cast in the diary form. Officers will turn with great interest to the chapter upon gunnery results. Necessarily the 12-pounders first sent up were not all mounted quite alike, and we read in this book that each was a study in itself as to its shooting powers. Experience in regard to the checking of recoil, the best kinds of wheels and axles, and other matters, led to improvements. The cordite ammunition did admirably, and, like the shells, both common and shrapnel, stood a great deal of knocking about. The shell never failed to explode on striking, and the shrapnel were almost as good. The remarks upon the checking of recoil in guns mounted in this way are very valuable. It is good to read what Lieutenant Burne says about the efficient character of the Naval guns. He unhesitatingly states that on all occasions they outranged and outshot, inch for inch, the guns of the Boers, while the 4·7-in. quick-firer even outranged by some 2,000-yds. the Boer 6-in. Creusot. "This I amply saw proved, at least to my own satisfaction, at Vaal Krantz, when the Boer 6-in. gun, on about the same level as our 4·7-in. was on Signal Hill, tried to reach it and couldn't, whilst our gun was all the time giving them an awful hammering and blew up their magazine." We are, therefore, pleased to commend the book both for its interest as a narrative and its value as throwing light on the employment of the Naval guns in the field.

Encyclopædia Britannica.

(New Volumes. Vol. V. and VI. A. and C. Black and the "Times.")

It is the nature of an encyclopædia to be encyclopædic, but none has ever in that character approached the new volumes of the "Encyclopædia Britannica," which are the more welcome because each does not leave us in gasping impatience at the non-arrival of its successor. The variety of subjects treated in the new volumes is marvellous. It extends from the interests of golf to the application of the doctrine of evolution to sociological theories and problems. We descend into gold mines and climb the heights of the Himalaya and Hindu Kush. There are articles upon Greece, Holland, Hungary, Italy, India, Indo-China, Japan, and other places. There are biographies of musicians, writers, and painters. In short, between "Glarus" and "Jutland" a wonderful mass of information has been brought together, and in every case the author is a well-known authority upon his subject. This is perhaps the most remarkable feature of the "Encyclopædia Britannica." There are special interests for Naval and Military readers in the story of operations on the Gold Coast and in the Greco-Turkish War, for example, by Sir George Clarke; in Mr. A. G. Hadcock's admirable account of gunmaking; Professor A. G. Greenhill's scientific treatment of gunnery; Major J. B. Stirling's paper upon Infantry; and Professor Greenhill's description of the gyroscope and gyrostat. Sir George Clarke is responsible for Military affairs generally, while Naval matters are in the most capable hands of Mr. Thursfield, and each of these directs an excellent body of writers in particular subjects. That is the system employed in these books. To describe their contents is impossible, but we may allude to a biography of General Gordon, Dr. Nansen's paper upon Greenland, a description of Hong Kong, a discussion of the income-tax, a useful account of irrigation, Professor Westlake's remarks upon international law, articles on labour legislation, landlord and tenant, and on our legal system generally, as well as several most interesting papers upon natural history subjects. The illustrations are again of great excellence, and have relation to all manner of topics.

The Fate of Valsec.

(By John Bloundelle-Burton Methuen. 6s.)

Mr. Bloundelle-Burton stands well in the front rank of modern novelists, and his old-world romances and stories of to-day have been welcomed by the Press and the public with the praise which their high merits deserve. It was recognised that the author had the power of infusing rare force, penetration, and vigour into his narratives, and that his historical stories had extraordinary fidelity, while the pictures they have included were of great vigour, and the personages ably conceived and admirably portrayed. In "The Fate of Valsec" we have a story whose background is Naples, in the times when Nelson and Lady Hamilton were there, afterwards transferred to the tragic scenes of the French Revolution. Romance, mystery, and adventure are in the pages, which give a brilliant and telling picture of life and character, and vivid episodes cast in those tremendous days. A delightful heroine is Berthe de Croissante, like a fresh lily rising from the tangled brake of the strange court of Ferdinand IV., the degenerate, intriguing Bourbon, "Il Nasone," ruled by masterful Marie Caroline. Upon Berthe fall the unholy eyes of the mountebank king, and hence the jealousy of the modern Frédigonde. Then the hero, Maurice de Valsec, son of the old Marquis, a youth who has imbibed some of the ideas of Mirabeau, and has lived long in England, is there in Naples as an Englishman. Marie Caroline penetrates his disguise, and her furious hatred of all that is French, and her unscrupulous treatment of those whom she imagines to be her rivals, make it unsafe for either hero or heroine to remain within her reach. The plot thickens and the assassin's hand only awaits its prey. It is a dramatic opening, well sustained to the close. Mystery draws on the lovers, and plunges them into the vortex of the Revolution, and we encounter new characters, all beings of flesh and blood, moved by human impulses, and stirred to deeds of self-sacrifice or shame by the spring of human emotion. Among these is Madame Lafone, who is the presiding influence of good in the fate of the lovers. We shall leave Mr. Bloundelle-Burton to tell the story, but shall venture to assure his readers that he does not leave destitute the hero and heroine he has shaped so well. Their strange adventures and their dramatic perils are the prelude to what they would desire. It is a fine story of high literary character, powerfully moulded, and good from the first page to the last. There is variety of scene and character, an excellent flow of narrative, a constant incitement of interest, and a final satisfaction in the result. Successful writers of historical romances are few, and not many can rival Mr. Bloundelle-Burton in knowledge of the period selected in this book. He has succeeded in breathing into the events of that important time a personal element and romantic glamour for which his readers will thank him. "The Fate of Valsec" has appeared early in the autumn season, and is not likely to have many rivals. It will certainly take rank as one of the books of the year.

The Passing of the Flag-ship.

(By Major W. P. Drury. Bullen. 3s. 6d.)

Jim Twelves, A.B. and Trained Man.

(By W. F. Shannon. Methuen. 3s. 6d.)

Here are two genial, jovial, and amusing volumes, by a brace of excellent Naval humorists, suitably grouped together. Major Drury has perhaps never done anything quite so good as his "Under the Hurricane Deck" and some other pieces in his earlier volume, but there is no lack of excellent quality in the yarns gathered together under the title of "The Passing of the Flag-ship." The flag-ship in question is a figment of the mind, a false creation, conceived in the muzzy brain of that excellent moral person, Mr. Pagett, late private of Marines, who is responsible for a great deal of the humour in the book. That distinguished ornament of the Service is the hero of "Casserbanker the Second," who braves the submarine mines at Vladivostock. Other humorous personages are concerned in "The Treaty with France." "The Rising of Joga" is a first-rate yarn, and "The Blank File" is very good. A book full of spirit, life, and humour, therefore, is "The Passing of the Flag-ship." Mr. Shannon's volume has the same character and quality as was found in "The Deviators," and readers of this paper are familiar with the dry humour of Jim Twelves and his messmates. This lower-deck view of the Service, which is admirably true to life, is expressed in most amusing fashion, and the opinions of the sea-lawyers and philosophers are most graphic and side-splitting. The castigations of the Admiralty and of high-placed persons are full of quiet humour and drollery, and there are many excellent shafts at abuses. That Mr. Shannon knows the Service well will be apparent to his readers, and his new book is already an assured success. We are very glad to find in these two volumes evidence that the fount of Naval humour is far from being dried up.

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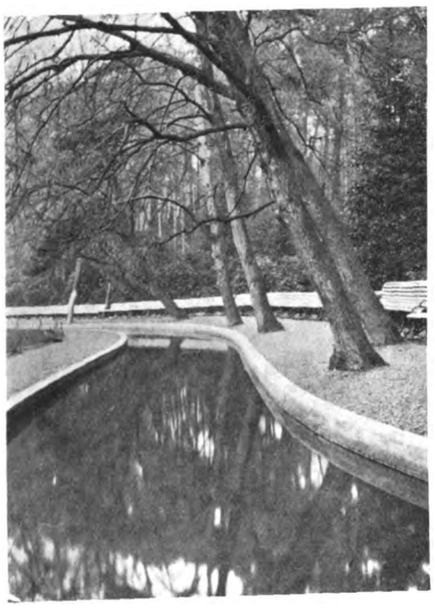
A BIRD'S-EYE VIEW OF BAYREUTH.

ROUND THE WORLD.

BOURNEMOUTH.

STRONG as is the rivalry which exists among the watering-places of the South Coast, there are few that will grudge Bournemouth its claim to being the most popular during the winter season. There are few places, at least in this country, which are equally attractive in summer and winter, and still fewer, perhaps, which retain their summer-like verdure all the year round. Bournemouth, however, combines all these excellent qualities, while its well-favoured position, its sweet-scented pines, its large percentage of sunshine, and low rainfall, place it in the foremost rank of English winter resorts.

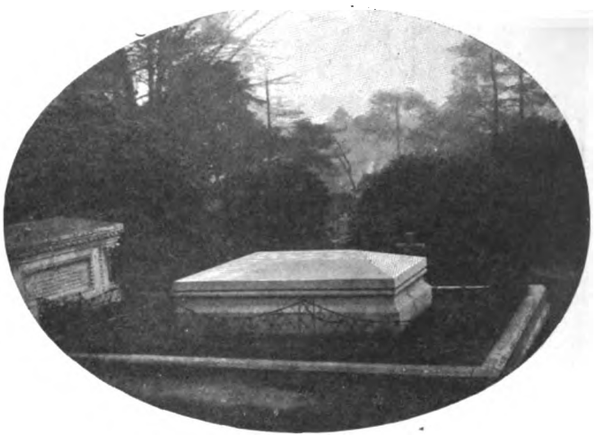


THE RIVER BOURNE, WHENCE BOURNEMOUTH TAKES ITS NAME.

Bournemouth derives its name from the pretty little stream which we see winding its tortuous way through the gardens to find an outlet into the sea. This stream is in reality the river Bourne—hence Bournemouth. Of the town, as the visitor sees it to-day, Thomas Hardy, the distinguished novelist, writes in "Tess of the D'Urbervilles," under the disguise of "Sandbourne": "This fashionable watering-place, with its eastern and western stations, its piers, its groves of pines, its promenades, and its covered gardens, was, to Angel Clare, like a fairy palace suddenly created by the stroke of a wand and allowed to get a little dusty. An outlying eastern tract of the enormous Egdon Waste was close at hand, and yet on the very verge of that tawny piece of antiquity such a glittering novelty as this pleasure city had chosen to spring up. Within the space of a mile from its outskirts every irregularity of the soil was pre-historic, every channel an undisturbed British trackway; not a sod had been turned since the days of the Cæsars. By the midnight lamps he went up and down the winding ways of this new world in an old one, and could discern between the trees and against the stars the lofty roofs, chimneys, gazebos, and towers of the numerous fanciful residences of which the place was composed. It was a city of detached mansions; a Mediterranean lounging-place on the English Channel; and as seen now by night it seemed even more imposing than it was.

"The sea was near at hand, but not intrusive; it murmured, and he thought it was the pines; the pines murmured in precisely the same tones, and he thought they were the sea."

In these few poetic lines the great novelist gives us a most telling and admirable description of the charms of Bournemouth. "A Mediterranean lounging-place on the English Channel" is what Bournemouth most nearly approaches.



WHERE MARY SHELLEY RESTS.

Perhaps the greatest charm of all about Bournemouth is the entire absence of "stiffness" which prevails everywhere. Even the stereotyped asphalted, or may be tiled, promenade, characteristic of all English seaside resorts, is nowhere to be found; nor is there felt the want of it. What more could the refined mind wish for than the charming natural walks along the cliffs, with their wealth of pines and gorse? In one direction these natural paths lead to the many beautiful chines for which Bournemouth is famous; in the other direction they take you to Skerryvore, the late home of Robert Louis Stevenson; and a little way up, passing on the way that most perfect of hotels, the Royal Bath, is the mansion whence Mr. Gladstone was taken to Hawarden to die. The Royal Bath Hotel is unique not only as an hotel, but also on account of its historic associations. It is also a veritable temple of art; the walls of every room (with one or two exceptions) and of every corridor, instead of being papered, are covered with the most beautiful of hand-painted work, the

THE PINES ARE EVEN A GREATER FEATURE OF BOURNEMOUTH THAN THE SEA.

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THE FAMOUS INVALID'S WALK.

life work of an artist since dead. The Chrysanthemum Room, in particular, resembles the inside of some beautiful conservatory, rather than a mere sitting-room belonging to a suite. We find one of the earliest visitors to the Royal Bath Hotel was Lord John Russell. In the winter of 1874-75 the same suite of rooms was used by the Earl of Beaconsfield, wherein were held no less than three Cabinet Councils. Having given away so many secrets connected with the Royal Bath Hotel, we might as well say at once the name of the cheery, attentive host who presides over this famous place. Mr. Russell Cotes, whose own charming house stands in the same grounds, is the gentleman who has made hotel-keeping his hobby, and when it is remembered that he has expended considerably over £100,000 on the building, it can be better understood how so splendid a collection of pictures and curios finds a place in the hotel.

Another feature of Bournemouth, though perhaps scarcely so unique, is the hydropathic establishment of Dr. W. Johnson Smyth. The Doctor, who personally supervises everything within this establishment, lays strong emphasis upon the fact that Bournemouth's value as a health resort is due to the soil upon which the houses are built, being absolutely virgin ground. Dr. Smyth has recently introduced into his establishment treatment by means of the thermo-radiant system. To the other hotels in Bournemouth space here forbids more than a passing allusion. In the town itself we have, facing the square and the gardens, the Empress, an exceedingly well-furnished, comfortable place, but unfortunately without a licence. Then there are the Bristol, Dalkeith, Newlyn's, the Grand, etc.

No description of Bournemouth would be complete without a word about "Sunny Boscombe," to which we could easily devote a page or more did space allow of it. Boscombe's chief claim, and one well worth considering, is that it is more bracing than, yet equally as sunny as, Bournemouth. There are many people who, for this reason alone, would prefer Boscombe to Bournemouth. The hotel accommodation at Boscombe is beyond reproach. The Burlington furnishes an excellent example of the high pitch which modern hotel-keeping has attained; and its handsome winter garden is certainly not surpassed by any hotel in Bournemouth.

THE ROYAL BATH HOTEL—THE MOST PERFECT HOTEL IN THE SOUTH.

The London and South Western Railway are to be congratulated on the excellence of the train service both to and from Bournemouth. It is undoubtedly due to the enterprise of this company that Bournemouth owes so much of its popularity. Frequent expresses are run, and two cover the distance in just over the two hours. The special Friday to Tuesday tickets are of the greatest boon to those having business in town, and it is to be hoped they will not be discontinued during the winter months.

A GLIMPSE OF THE GARDENS AND BOURNE.

NAPLES WAKES UP.

THE autumn tourist season in Naples may now be said to have fairly commenced. The popular Hotel de Londres was selected by several members of the *Association Littéraire et Artistique*, which recently held its twenty-fourth session in Naples, while many distinguished guests have been staying at Bertolini's Palace Hotel.

The annexe to Parker's Hotel, by which many new private rooms have been added to this very elegant and comfortable hotel, is now entirely finished, and from an elevation of 200-ft. above sea-level a grand view is obtained of the whole of the Bay of Naples. The proprietor has purchased some land on the opposite side of the Corso Vittorio Emanuele, which is being laid out as a garden, from which a new staircase will descend direct to Rione Amedeo, where the electric trams run direct to the city, and close by the visitor can also get a tram to the National Museum in one direction, and to the station for Baie, etc., and to Posilipo, in the other.

QUERIES AND REPLIES.

PENSION IN ROME (J. J. P.).—The following is a list of some of the best *pensions* in Rome, which, besides being frequented by English and Americans, are most moderate in their charges. Pension Michel, Via Sistina, 72, prices from 8-fr. to 12-fr. a day. This is a thoroughly English *pension*, and provides all kinds of social amusements, including a theatre for amateur theatricals. The Pension Bethell, Via Babuino, 41, near the English church and Pincio Gardens is also well recommended. You would probably be able to obtain board early in the season for 7-fr. a day for a prolonged visit. Others to whom you might write are the Pension Bella, also in Via Babuino, 196, rates from 7-fr. a day, Pension Marley Poggiali, in Via Boncompagni, run by an English lady, and Pension Dans, Via Sistina, 57. It is advisable, however, to write making arrangements in advance.

W. B. (SUFFOLK).—We don't see why you should not find one of the foalskin coats very becoming. They are so smart that you see they would be very useful for walking as well as motor-car driving. In Switzerland you will want a warm wrap in the winter, and they are lined with flannel. Have one made close up to the throat, with a monster storm collar. You should invest in a brown skirt to match.

LITERATUS.—There would be very little opening for a teacher of English at Dijon or Nancy. Both these towns are increasing, certainly, but they do not trade much with England. Dijon has numerous distilleries of absinthe, etc., but English firms do not use their goods, and there is always a professor of English at the local *lycée*. Living would be cheap—£4 to £5 a month in *pensions*; furnished room only £2 per month.

BRUSSELS (A. F.).—Yes, the waiter, boots, and chambermaid, and, perhaps, the hall porter, expect to be tipped, whether attendance is charged in the bill or not. Happily the English hotels are fast giving up this objectionable mulct and quoting inclusive terms by the day. If not stated in the printed tariff the *en pension* terms should be asked for. The usual charge for attendance at hotels is 1s. 6d. per day, so that a man and his wife would pay £52 10s. for service alone.

VIOLETTA.—Naples is a good deal warmer than Florence in the winter, but it is never wise to rely on thin clothes only. A friend who was there last January shivered all day, fireless, and used to wear her furs in the house. We hear that an eminent authority recommends people to wear cork soles in their boots when visiting stone-paved galleries and museums, for in a long morning's sight-seeing one's feet get chilled to the bone, and this is most injurious to invalids. Naples is a very good place to buy gloves. Try Merola's, whose cut is excellent and price quite ridiculous.

BRIGHTON (LATE AUTUMN).—In spite of what your friends say, we can testify to the contrary. All your objections to Brighton are imaginary. From now up till Christmas there is no place more enjoyable and health-giving. In your case we strongly advise you to try it.

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MEMS. FOR NAVAL AND MILITARY MESSES.

EVERYONE at Darjeeling was delighted at Sir John Woodburn's recovery, which was much more rapid than his attendants had dared to expect. Therefore, the Amusement Club dance went off with great spirit, and no one thought of going home until the small hours of the morning. Mr. D. L. Murray was responsible for choosing the music, and Mr. Morgenstein distinguished himself by the arrangements, which he managed to the satisfaction of all concerned. As for the dresses of the women present, there were many that were most deserving of admiration. Mrs. Townley, wife of the General Commanding the Presidency District, wore white Honiton lace, prettily draped in ivory satin; Mrs. H. E. Hudson also wore white satin with d'esprit lace; Mrs. Collin wore mauve; Miss Maud White was in black net with wreaths of red poppies, and Miss Bramwell was also in black and red.

There are many good flannels to be bought for shirts, pyjamas, etc., but of all these there is none to beat the Viyella, which is entirely unshrinkable, having been submitted to some process that entirely obviates this. Although this material has for a long time been used by both men and women, there are still some people who will ask what it is like. Well, it is entirely like any other ordinary fine flannel in appearance, except that it has "Viyella" stamped on every yard of the selvedge. It is for this trade mark that intending purchasers should carefully look.

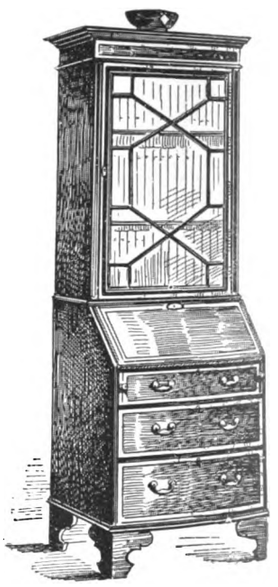
Yet another of Mr. J. Bloundelle-Burton's thrilling serial stories has commenced running, this time in the *Leisure Hour*. It is called "The Intriguers," and deals with a Jacobite plot to assassinate George I. before he could reach England on his succession. The tale is full of thrilling incidents, and the adventures of Rupert Frayne and Rosamund Welby will be followed with keen interest by all lovers of good romance. The story opens in the November number.

Sir Edmund Elles presided at the Staff College dinner, which took place at the United Service Club, Simla, at the end of September. Amongst those who were present were General Creagh, General Moore-Molyneux, Colonels Balfe, de Brath, and Greenfield, Lieutenant-Colonel Bayley, Majors Lee, Kenny, and Fraser, and Captains Home, Turner, Rennick, and Coffin.

Those of our readers who are beginning to think about their Christmas cards for friends in India and the Colonies will do well to consider the many beautiful novelties which Messrs. Raphael Tuck have brought out in what they appropriately term the Crowning Year. One of the most beautiful things they have yet issued is the Royal Panel of St. John and the Lamb, which is reproduced by gracious permission of Her Majesty Queen Alexandra, for whom it was designed last year. Another exquisite panel, "The Nativity," is again on sale this year, at the popular price of 1s. Among the many charming varieties of cards, both for Christmas and the New Year use, one is at a loss which to particularly recommend. Each series vies with the others in the struggle for supremacy. The "Cameo" is a delightful design, and the "Modern Art" and "Crown Derby" series are beyond all praise. There is also a very up-to-date motor-car card hand-painted on celluloid, which is sure to be in great demand. The name of Raphael Tuck has come to be synonymous with excellence, and the firm undoubtedly live well up to their reputation this year.

At the request of the members, the committee of the Queen's Service Club, 55, St. James Court, Buckingham Gate, S.W., wish it made known that it has no connection with any other club. This club was founded in 1900, and claims to be the first one ever formed exclusively for ladies connected with the Army and Navy. Its great success is largely due to the fact that it was formed privately and without any advertisement, thus ensuring a good style from its commencement, while such names as the Countess of Airlie, the Countess of Clanwilliam, the Countess of Wharncliffe, the Lady Sophia Montgomerie, Honourable Lady Montgomery-Moore, the Lady Lawrence, Honourable Lady Fremantle, Honourable Mrs. Walford, Lady Celine Seymour, Lady Fullerton, Lady Salmon, Lady French, Lady Hildyard, Lady Wingate, Lady White, Lady Pearson, and Mrs. Collnissplatt as vice-presidents speak for the tone of the club. The great object has been to make a thoroughly comfortable, refined, and dainty club, and every attention has been paid to all creature comforts, which, after all, do so much to make life happy. Owing to the fact that many members are living at the different Naval and Military stations, special attention has been bestowed on the bedrooms, which are in great demand and which are most comfortably fitted up; many of them can be taken for several months at a time, thus affording a *pied à terre* of a most useful kind to the members. The same plan will be carried out after the removal of the club to a more convenient position, near Piccadilly, arrangements for which are now being made.

At this season of the year people are much on the move, getting settled into new flats or houses, to be in readiness for fast-approaching Christmas. On these occasions there is always a desire for new furniture, even if there be no real necessity for such. So it is with due consideration for their customers that Messrs. Oetzmann and Co., 62-79, Hampstead Road, N.W., have organised a sale, which is now proceeding. Bargains of all sorts are to be picked up in furniture, etc. There are easy-chairs at a phenomenally low price, and a good selection of Axminster, Brussels art, and Oriental carpets and rugs, the prices starting at a few shillings.



But amongst all their tempting wares perhaps none are more fascinating than their Sheraton bureaux, which are fitted in the lower part with three drawers, and the upper part with adjustable book-cases enclosed by panelled glass doors. They really are exceedingly pretty, and they can be had at the low price of £5 18s. 6d. in mahogany, and in fumigated oak for £5 12s. 6d. It will be convenient for some people to know that Messrs. Oetzmann offer all their goods, if desired, on their deferred payment system of a small sum in cash and the remainder by easy instalments, a moderate rate of interest being charged upon the unpaid balance. A special sale catalogue will be sent free to any address.

We have received from the office of Messrs. Cassell and Co. a volume of their *Saturday Journal* for 1901-02. It is as usual crammed full of good articles, short stories, and anecdotes, besides three long serial stories, by S. Walkey, M. P. Shiel, and Gertrude Warden. This volume forms a valuable work of reference, besides being a book which one may pick up in spare moments to pass the time away. Part II. of "Social England" has also reached us from the same office. In this part Chapter I. is finished, and we are taken into the year 287 A.D. by Chapter II. The illustrations are admirably done, and the notes to illustrations which are given at the end are very helpful.

In the *Wide World Magazine* for November there is a most interesting photograph of the sister ship to the ill-fated submarine "David," the first ever built, which it will be remembered sank the "Housatonic" off Charleston Harbour on February 17, 1861.

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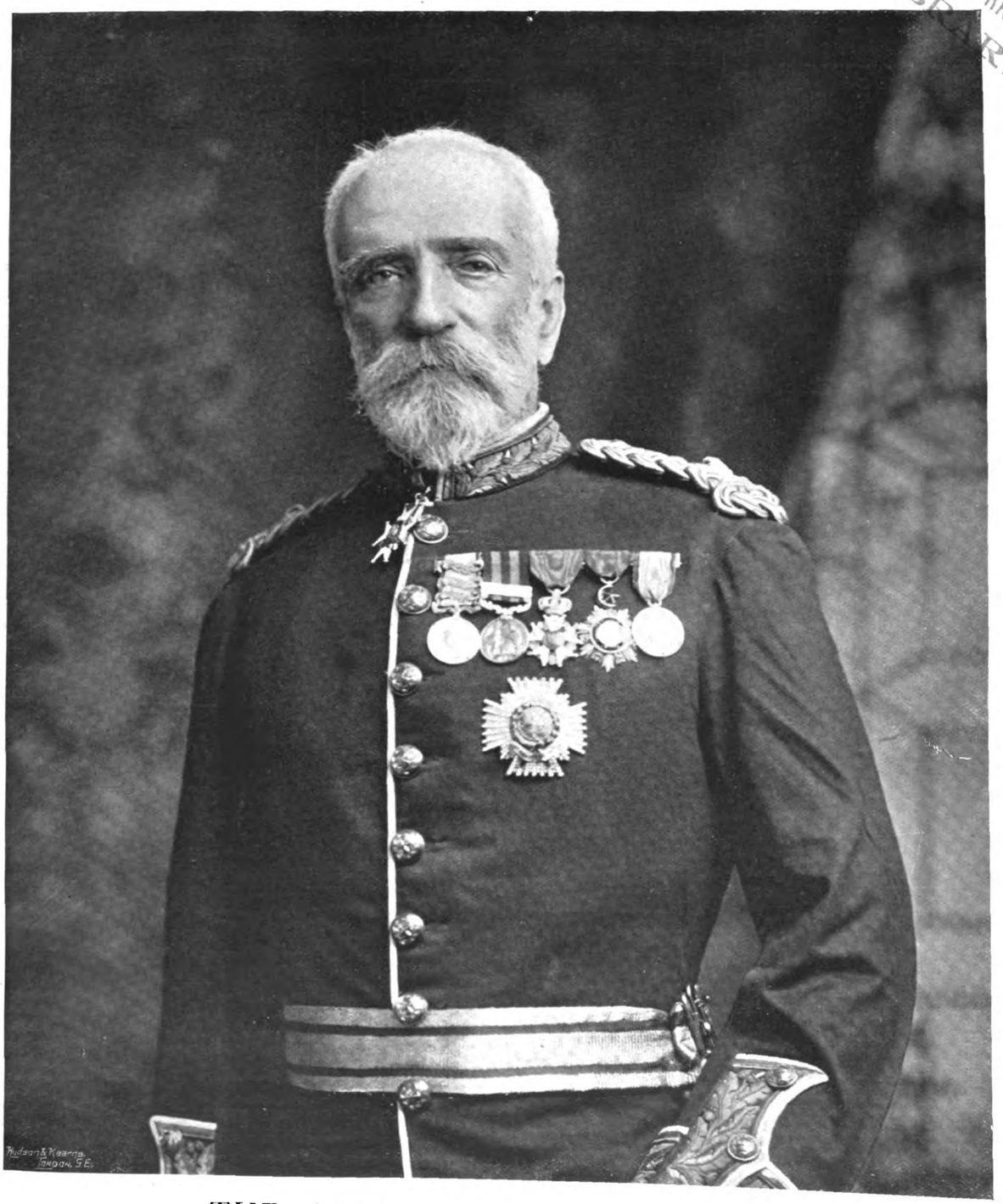

THE COLONEL OF THE "KOLIS."

LIEUTENANT-GENERAL SIR ROBERT HUME, K.C.B.

The "Kolis," as the King's Own (Yorkshire Light Infantry) are called, by a happy contraction of their old title, K.O.L.I., have reason to be proud of the gallant old soldier who is now in the tenth year of his appointment as their Colonel. Sir Robert Hume has twice commanded a considerable force in action, having led the main column in the recapture of Dewangiri in the Bhutan Expedition of 1865, and the Southern Field Force in the Afghan War of 1880-81. He is also a Crimean veteran of exceptional distinction.

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The Enemies of England.

SOME little time ago we pointed out that, roughly divided, the last four centuries have each seen one European Power on the crest of the wave. Spain dominated the sixteenth century. Holland rose to greatness as a leading Power in the seventeenth. France aspired to universal domination, both under Louis XIV. and under Napoleon, between 1700 and 1815. Great Britain took first place not only in Europe, but also as a World-Power, in the nineteenth century.

At the time when we sketched out this bird's-eye view of modern history, we were concerned to discover the chances in favour of Great Britain continuing to exercise supremacy during the twentieth century. To-day we propose to consider what were the chief causes which led in turn to the failure of each of these other Powers in their endeavour to secure the predominant *rôle* in European politics. A very interesting book, called "The Enemies of England," has just been published by Mr. Edward Arnold for the Hon. George Peel. The author sets himself to discover why England is hated by the nations of the Continent to the extent which we saw exemplified in French leading articles, German caricatures, Dutch ill-will, and Spanish venom during the progress of the South African War. He will not accept as sufficiently conclusive any of the stock explanations of this hatred. He cannot think that it is satisfactorily accounted for either by a law of Nature, or by differences of race and religion, or by jealousy and commercial rivalry, or by our want of consideration for our neighbours. In his view we are distrusted and disliked for the simple reason that we have opposed and checked the ambition of every State which has tried to establish itself as a Dominant Power during the last thousand years.

It was, of course, necessary to the very existence of England that she should oppose such attempts. Unless a certain Balance of Power were kept up on the Continent, we should find ourselves in imminent danger of subjection to a Continental master. Indeed, we could not long escape such subjection, save by the aid of alliances outside Europe. This was why we made so desperate a struggle against Napoleon. This was our reason for determined opposition to Louis XIV. This, even more than the religious motive, was the mainspring of our opposition to Spain in the spacious times of great Elizabeth.

But, although we were bound to take the course we did take, we earned on this account no less detestation from those whose ambitions we destroyed. And Mr. Peel sees in this detestation which we provoked from Spain and Holland and France between 1500 and 1815 the principal cause of their attitude towards us to-day. Russia and Germany, too, found Great Britain an obstacle in the way of their plans during the last century. We inflicted a severe blow upon the former by defeating her, with the aid of France, in the war of 1854-55. We have spasmodically hindered Germany in her onward march. And now she sees in the Dual Alliance between Russia and France a perpetual check to her designs, not only in Europe, but all over the world; while, on the other hand, Russian megalomania is kept within bounds by the existence of the defensive treaty between Germany, Austria-Hungary, and Italy.

It is thwarted ambition, then, and humbled pride that, according to Mr. Peel, make the Continental nations accuse Great Britain of being "unreliable, proud, selfish, and quarrelsome." They have, it must be admitted, some reason to complain that they cannot rely upon our steadiness of aim. Democracies can never hold to the same fixed course as do States that are under the control of a few heads, working freely and without fear of popular control. This is why many able minds have fancied that Despotism is the best kind of rule. A thoroughly benevolent autocracy would be good in many ways, but those who take for their ideal in the case of nations, as well as individuals, "self-reverence, self-knowledge, self-control," see in Democracy much that puts its possibilities far above those of Despotism. As for the other epithets bestowed upon us, we are about as proud and selfish as our neighbours, and certainly not any more quarrelsome.

Mr. Peel, at the end of his volume, warns us that we may have to do again what we have done so often before. "England must not think that her task, even in Europe, is finally accomplished, or that her arms will be invoked no more." But here he forgets surely that the conditions have changed utterly since we brought Napoleon to his knees. Even if some Power did establish supremacy in Europe, we could afford to look on without fear of the consequences to ourselves. Even if the whole of the Continent was united against us, we might still hold hostility in check by joining forces with our blood-relations in the great Democracy of the West and with our allies in the new-old Empire of the Far East. The world has at once become larger and smaller. Our interests range further afield, and yet our power of striking sudden and decisive blows at one another has enormously increased. England is no longer forced to regard with apprehension the movements of European Powers. She can look beyond them, and play her game according to the position of the pieces upon the chess-board of the entire world.

MR. CHAMBERLAIN AND THE "GOOD HOPE."

IT is remarkable that Mr. Chamberlain should have such an influence over "Little Englander" journalists as to make them regard everything he does with suspicion and dislike. No public man can ever have had a greater tribute paid to his influence than they offer daily to the Colonial Secretary by their hinted doubts and hesitating sneers. One would scarcely have thought that it could possibly be looked upon as anything but in the highest degree proper and appropriate that he should go to South Africa in one of the vessels of the Royal Navy, above all in a ship called the "Good Hope." Yet we read in a contemporary, usually one of the most sensible, that "it is evidently a desperate journey on which the Colonial Secretary is about to embark," and then we are treated to a discourse upon the "great tradition" that our Ministers shall be civilians and shall behave as such:

> "Since we are accustomed to think with pride and satisfaction that our Prime Minister's official residence is a plain and unpretentious house in a side street, it ill fits in with the idea embodied in that pride and satisfaction when the Colonial Secretary starts out for one of our Colonies in a war-ship."

No doubt the parochially-minded persons who agree with this would prefer that Mr. Chamberlain should start out in a rowing-boat or a penny steamer, and never be heard of any more. That would suit them very well. Or are they afraid he will come back so enamoured of a life on the ocean wave that he will insist on being created an Admiral of the Fleet without further delay? Seriously, this sort of talk is unworthy of any intelligent man. Mr. Chamberlain is going to South Africa on a very important official mission, and it is right that it should be invested with as much dignity and interest as possible. The Navy is very glad to be associated with his visit to our new Colonies, and will account all such foolish comments as that which we have quoted at their true value.

ERRATA.—We regret that the name of the photographer of the picture of the British Submarine No. 2, published on page 162 of NAVY AND ARMY ILLUSTRATED for November 1, should have been wrongly stated. The photograph was taken by, and is the copyright of, Messrs. West and Sons of Southsea.

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MEDAL PRESENTATIONS.

REWARDS OF SCOTTISH VALOUR.

The 2nd Scots Guards unfortunately arrived too late for the King's review of the Guards' battalions. They were accordingly given their South African medals at a special parade at Aldershot. The battalion was commanded by Colonel F. W. Romilly, D.S.O., and the distribution made by Major-General A. H. Paget.

Photos. Copyright. *Knight.*

DECORATIONS FOR LANCASHIRE LADS.

The 2nd Manchesters received their medals at Aldershot at the hands of Brigadier-General Plumer, to whom the commanding officer, Colonel Reay, had the pleasure of presenting the regimental hero, Private Scott, V.C. General Plumer complimented the Manchesters warmly on the excellent service they had rendered during the campaign.

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THE BATTLE OF SHIREHAMPTON.

NEXT to the two annual affairs at Aldershot—on the Fox Hills in March, and at Camberley in November—at which *all* the principal Public School Cadet Corps (with a few notable exceptions) within reasonable distance are represented, perhaps the most important Public School field day of the year is that held jointly by Clifton, Cheltenham, Malvern, and Marlborough, the scene of the operations being alternately in the neighbourhood of each school. This year, it falling to Clifton to provide the manœuvring ground, the fight was held in Shirehampton Park, near Bristol, where some interesting work was carried out by the corps mentioned on Thursday, October 23.

The general idea was that an invading Blue Force had effected a landing at Avonmouth. At 12.15 p.m. Major R. E. Lyon, of Malvern, commanding the advanced troops at Shirehampton (Malvern 240, Cheltenham 160) received the following order from the General Officer Commanding Invading Force:

AVONMOUTH, Noon,
October 23, 1902.

Move at once, and seize the high ground in Shirehampton Park. Reconnoitre in the direction of Clifton. If opposed, force enemy back, and ascertain his strength and dispositions.

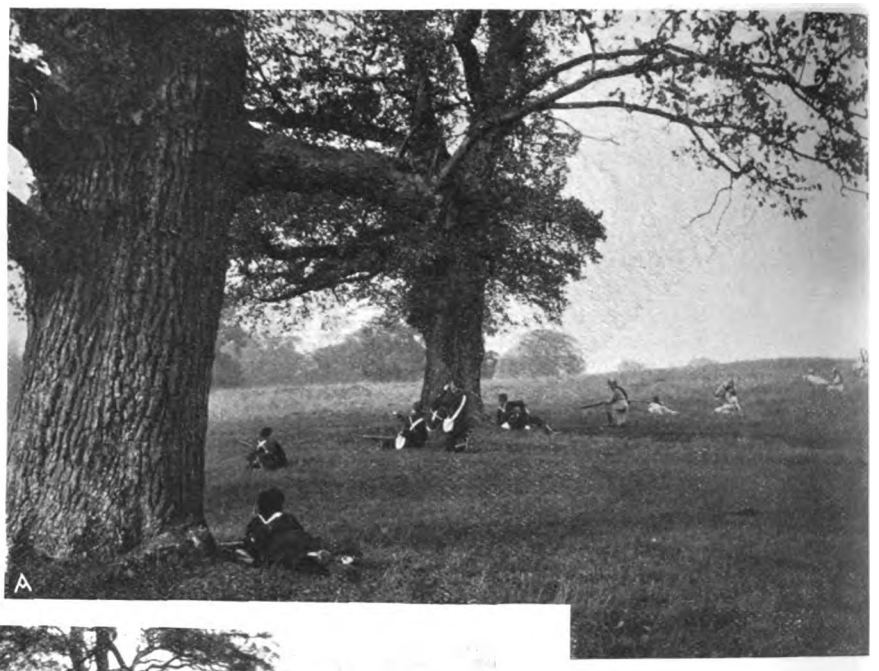
At Sea Mills, between Shirehampton and Clifton, was a detachment of the Red, or defending, Force (Clifton 150, Marlborough 175). In the course of the morning the commanding officer, Captain A. S. Eve, of Marlborough, received the following telegram from the General Officer Commanding Red Force:

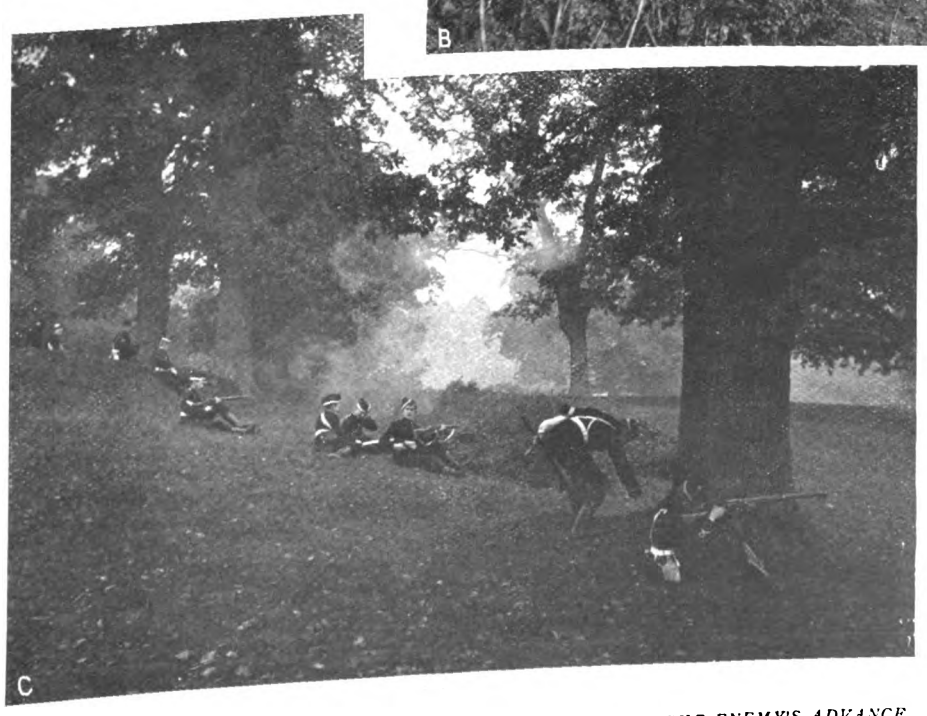
GLOUCESTER, 11.30 a.m.,
October 23, 1902.

Seize the high ground in Shirehampton Park, and prevent the enemy from advancing by that route on Clifton. If forced to retire, delay the enemy's advance as much as possible. I hope to reinforce you by 2.0 p.m.

Thus it came about that the appearance of Malvern and Cheltenham upon the wooded slopes of the park was greeted by a sharp rattle of musketry, which warned them that their advance was not to be unimpeded. The action quickly became general, and the explosive cough of the Malvern carbines mingled with the vicious snap of the Lee-Metfords. But the attacking force advanced too quickly or the defending force retired too slowly (the rights of the case are not to be fought out by a mere civilian correspondent), with the result that, as is so often the case on field days, the bulk of the fighting took place at absurdly short ranges. Moreover, though the Umpire-in-Chief, Colonel A. G. Watson, commanding the 28th Regimental District, expressed himself as pleased with the intelligence shown by the boys, there were some instances of flagrant stupidity. A defending party of Marlburians occupied a first-rate position on the edge of a thicket, where they lay in excellent cover, their fire commanding a wide area of open ground. Notwithstanding, a considerable detachment from the Blue Force, composed mainly of Malvernians, moved—none too quickly—across this bullet-swept zone, climbed leisurely and deliberately over a wooden fence which ran at right angles to one in front of the Marlborough position, and calmly taking cover behind this (cover from sight only, and none too good of its kind at that), proceeded to return the Marlborough fire at a range of little more than 50-yds. Again, a lamentable disregard of cover in general was displayed, particularly by members of the Blue Force. A few conscientious spirits took advantage of the frequent tree trunks, but many seated themselves on practically open ground, and fired off their rounds (not always, it is to be feared, at any particular mark) from the sitting position, which can scarcely be accounted the most conducive to accurate shooting; or sought protection behind useless bushes that in warfare would probably have served no other purpose than to draw the enemy's fire. The Umpire-in-Chief, however, expressed himself as well satisfied with the result of an interesting and instructive field day.

"Navy & Army."





Photos. Copyright.

A.—THE RED FORCE (CLIFTON AND MARLBOROUGH) DELAYING THE ENEMY'S ADVANCE. B.—THE BLUE FORCE (CHELTENHAM AND MALVERN) TAKE UP A POSITION ABOVE THE RAILWAY LINE. C.—A FEW CONSCIENTIOUS SPIRITS TAKE ADVANTAGE OF THE FREQUENT TREE TRUNKS, BUT MANY SEATED THEMSELVES ON PRACTICALLY OPEN GROUND, OR SOUGHT PROTECTION BEHIND USELESS BUSHES.

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CAMPAIGNING IN SOMALILAND.
An Expedition, composed of levies, on the march.

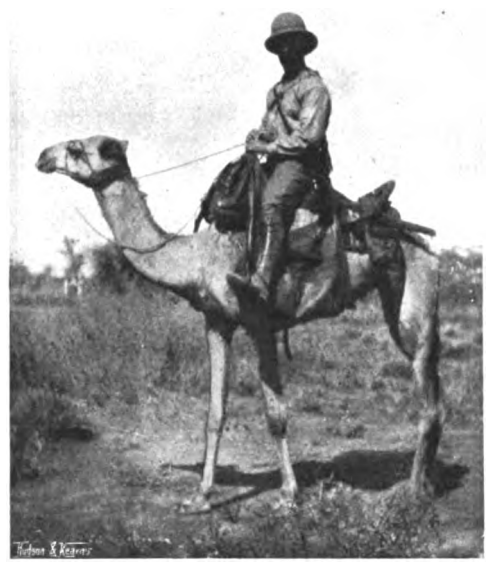
SOMALILAND EXPEDITION.

SINCE we dealt succinctly with the news of the reverse sustained by Colonel Swayne's force at Erego a good deal has happened, and by this time the preparations for a fresh expedition against the Mullah—who has shown so much method that by common consent he is to be called "Mad" no longer—are in a fairly forward state. After the affair at Erego Colonel Swayne happily succeeded in retiring to Bohotle without further molestation, and on his arrival there the wounded in his force were reported to be doing well. Further details respecting the Erego fight confirmed in some measure the previous suggestions of a surprise, but indicated great gallantry on the part of the British officers, and commendable steadiness on that of the King's African Rifles. Twenty additional killed were reported, and in the confusion which ensued from the transport getting mixed up with the firing line a Maxim was lost.

As a preliminary reinforcement a detachment of 270 men of the 1st Bombay Grenadiers, stationed at Aden, was sent across to Berbera and moved forward along the line of posts to join hands with Colonel Swayne's force. In addition to these, 100 Soudanese of the 3rd Battalion King's African Rifles, with two Maxims, were promptly placed under orders, and 100 more men of the 5th Battalion, with one Maxim, are due at Berbera on November 11. These, again, will be followed between the end of November and the beginning of December by 300 men of the 2nd Battalion, and 390 men of the 1st Battalion, King's African Rifles, making the total of that regiment, including 800 previously under Colonel Swayne's orders, about 1,700.

Reverting to Indian reinforcements, the 2nd Bombay Grenadiers and 400 men of the 23rd Bombay Rifles have arrived at Aden in the troop-ship "Hardinge," which has returned to Bombay, it is said, for further reinforcements. These will bring the Indian troops up to about the same numerical strength as the King's African Rifles. In other words, the expedition, as outlined by the Under-Secretary of State for Foreign Affairs, will consist of about 3,500 Indian and trained African troops, pretty equally divided, and 1,500 Somali levies. At the time of writing, it does not seem as if an advance is likely to be made before the end of December.

Several gallant and distinguished officers have been appointed to the force for "special service," including, it is interesting to note, Brevet-Major P. Kenna, who won the V.C. when charging with the 21st Lancers at the battle of Khartoum. Among the other five officers selected, all of whom have served in East and Central Africa, while some have an excellent South African record in addition, is Captain Dugmore, D.S.O., 1st North Staffordshire Regiment, who has repeatedly campaigned in these parts, and who in 1897-98 averted a threatened insurrection of 500 Soudanese, and was decorated accordingly, as he richly deserved to be.



"LOCAL CAVALRY."
A British officer mounted on a Somali riding camel.

Much interest has also been aroused by loyal offers of assistance from ruling chiefs in India, who have asked to be allowed to send important contingents of Imperial Service Troops, mounted on camels, with full equipment. Unfortunately the Indian riding camel, unlike the Somali transport variety, cannot go several days on end without drinking, and the provision of water for the force already detailed will tax the energy and ingenuity of those organising the expedition very severely.

Along the line of posts something can be done by the provision of tanks and the sinking of wells, but in hunting the Mullah through the waterless elevated wilderness known as the Haud, four or five days' water for every man, horse, and riding camel in the force will have to be carried by transport camels, of which between 2,000 and 3,000 will in all probability be required for this purpose alone! The important success achieved by the Mullah at Erego will have greatly enhanced his prestige, and he has probably by this time a considerable force at his disposal. He is not likely to wait, as the Khalifa did, but will doubtless repeat his former tactics by advancing and then lying cunningly in wait for one out of the two or three columns into which the new expedition is pretty sure to be divided. Another reverse would be serious, and it does not seem that we are so completely safeguarded against such an untoward contingency as we ought to be.

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OLD CAMPAIGNERS AGAINST THE MULLAH.
Group of British Officers under Colonel Swayne's command.

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LORD ROBERTS AND THE MEN OF ULSTER.

Photo. Copyright. *Fradelle & Young.*

THE ULSTER ASSOCIATION'S BANQUET AT THE HOTEL CECIL.

The Duke of Abercorn presented Lord Roberts with a jewelled and golden casket embellished with enamelled views of the Giant's Causeway, Killarney, and Pretoria, and with five beautifully-modelled figures, three being symbolical and two representing a Royal Irish Fusilier and a Lancer. Upon the obverse were the Arms of Lord Roberts and the Arms of Ulster. The casket was made by Messrs. Mappin Brothers of Cheapside and Regent Street, W.

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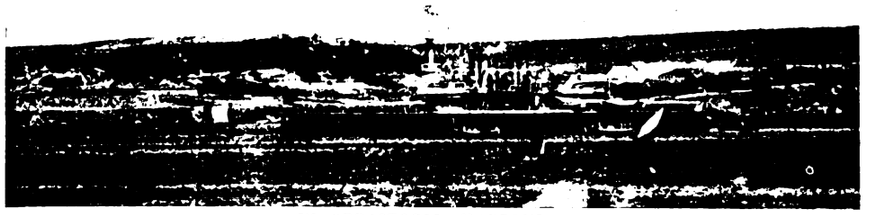

IN SEBASTOPOL HARBOUR.

HEAVING THE LEAD.

THE SEA-POWER OF THE NATIONS.

A RECORD OF POLICY AND PROGRESS FROM WEEK TO WEEK.

By JOHN LEYLAND.

LIKE the geese of the Capitol, the American papers are giving warning of approaching danger. It is not near, but they know that the blow will be sudden, and they are alert to scent the first tokens of its coming. There is no reference here to the excited utterances of the Yellow Press, but only to the grave prognostics of weighty and even sagacious organs of opinion. The danger is from Germany—from the iron fist in the velvet glove. Behind the enthusiastic elation of Prince Henry's visit, behind the gushing compliments that attended the launch of the Kaiser's yacht, behind the blandishments exchanged more recently between American generals and German staff officers, this insidious danger has developed. There are some who think, and allege, that the new cordiality manifested between the two countries has been the cloak for a deep-laid aggressive design on the part of Germany. The menace comes from the sea. The Kaiser has lately instituted a special squadron with its station in American waters, consisting of three fine modern cruisers and a gun-boat, the commodore of which is presently to be replaced by a rear-admiral. At first sight this measure does not appear in the light of a menace. It is in the South American States that the Germans are making their most energetic contest to secure trade, and there that their colonising enterprise has proved most successful. They have greater imports of raw material from those States than from any other part of the world, and their commercial interests in Brazil, Venezuela, Colombia, and other Southern Republics are enormous. In Rio Grande do Sul there is a German colony of 200,000 souls, all engaged in prosperous commercial and agricultural operations, while the banking affairs of Brazil are very largely controlled by Germans. Four steam-ship lines are running profitably between German and South American ports, and the value of the commerce of the Fatherland in the Atlantic is enormous. All this might seem enough to account for the creation of a German Naval station in American waters, and, as a matter of fact, a demand has been made for protection which could scarcely be disregarded.

It is only when we consider the squadron in the light of the Monroe Doctrine that we perceive the cause of alarm in the United States. A Naval squadron without a base is new to Naval organisation, and at the present moment the German ships in American waters are wholly dependent upon foreign ports. Quite recently the "Vineta" was docked for thorough repair in a United States yard, but the *Army and Navy Journal* of New York says it possesses confidential information that the German Emperor is seeking to make himself independent of the workshops and sources of supply in the great Republic, and thinks it requires no great prophetic insight to perceive that the day will come when he will insist on having a Naval base on the American continent. The bloodless contest is now going on, and if Germany should come to terms with Brazil, the integrity and binding force of the Monroe Doctrine would be put to the final test. That is the danger that impels deep-thinking citizens of the United States to proclaim the watchword of preparedness. The story goes that, during the summer manœuvres in the Baltic, when the German Emperor parted company from the Czar, he made a farewell signal from "The Admiral of the Atlantic" to "The Admiral of the Pacific." That story is probably untrue, but it does indicate a sense of how important the position of Germany in the Atlantic has become. The sensitiveness felt by our American cousins is due to the strong national purpose implied in the formula of the Monroe Doctrine. That instrument has no binding force, it is true, and is unknown to international law, being unilateral, but nevertheless the development and enlargement of its policy have been very striking, and since President Cleveland gave expression to it on a memorable occasion, it has met with general acceptance in the United States. In adopting it as the base of their international policy, the Americans have taken upon themselves a very serious responsibility, which does, indeed, exact preparedness for emergencies; and herein is the lesson which I shall presently venture to enforce.

President Roosevelt has proclaimed his whole-hearted belief in the Doctrine, and lately told the veterans of the Spanish-American War at Indianapolis that he believed the American people would back it up. They could not do so by words, he said, but only by possessing a strong Navy, which he declared, with conspicuous truth, was absolutely essential if the Monroe Doctrine was treated, as it should be treated, as the cardinal principle of foreign policy. "If it became the interest of some great Power to violate it, most assuredly that great Power would do so if it was thought that we would only bluster and threaten, or if it was believed our force was too weak to be formidable in a fight. Disaster to it would send a thrill of mortal anguish through the heart of every good citizen." Therefore, the President concluded, the Navy must be built up and continually exercised and trained, so that the officers and men may attain the highest degree of excellence in handling the great war engines entrusted to their care. These were bold words, and they certainly showed a sound grasp of Naval strategy, and of the essentials for the effective use of Naval power.

When we look at the present condition of affairs in the United States Navy, we do not, however, discover evidences of the state of preparedness which that bold policy should enforce. The American ships are, indeed, efficient, and their officers and men of the best, but that is not enough. When the ship-building programme was launched, no provision was made for the due supply of officers. The grievous condition thus arose that new ships were built and that officers could be found for them only by withdrawing many from positions ashore where their services were required. The difficulty was complicated by the amalgamation of the executive and engineering branches upon an impossible plan, which is leading to dangerous results. Now the Secretary of the Navy says the situation arising from the scarcity of officers is acute, and that it presently promises to be desperate. There is an outcry also from the dockyards, where more officers are required. Not much better is the case in regard to the men, and the department has lately frankly confessed the need and taken extraordinary measures to encourage enlistment. Indeed, it is too evident that the Naval expansion of the United States has been rather somewhat lightly undertaken, without remembering that material matters are the smallest

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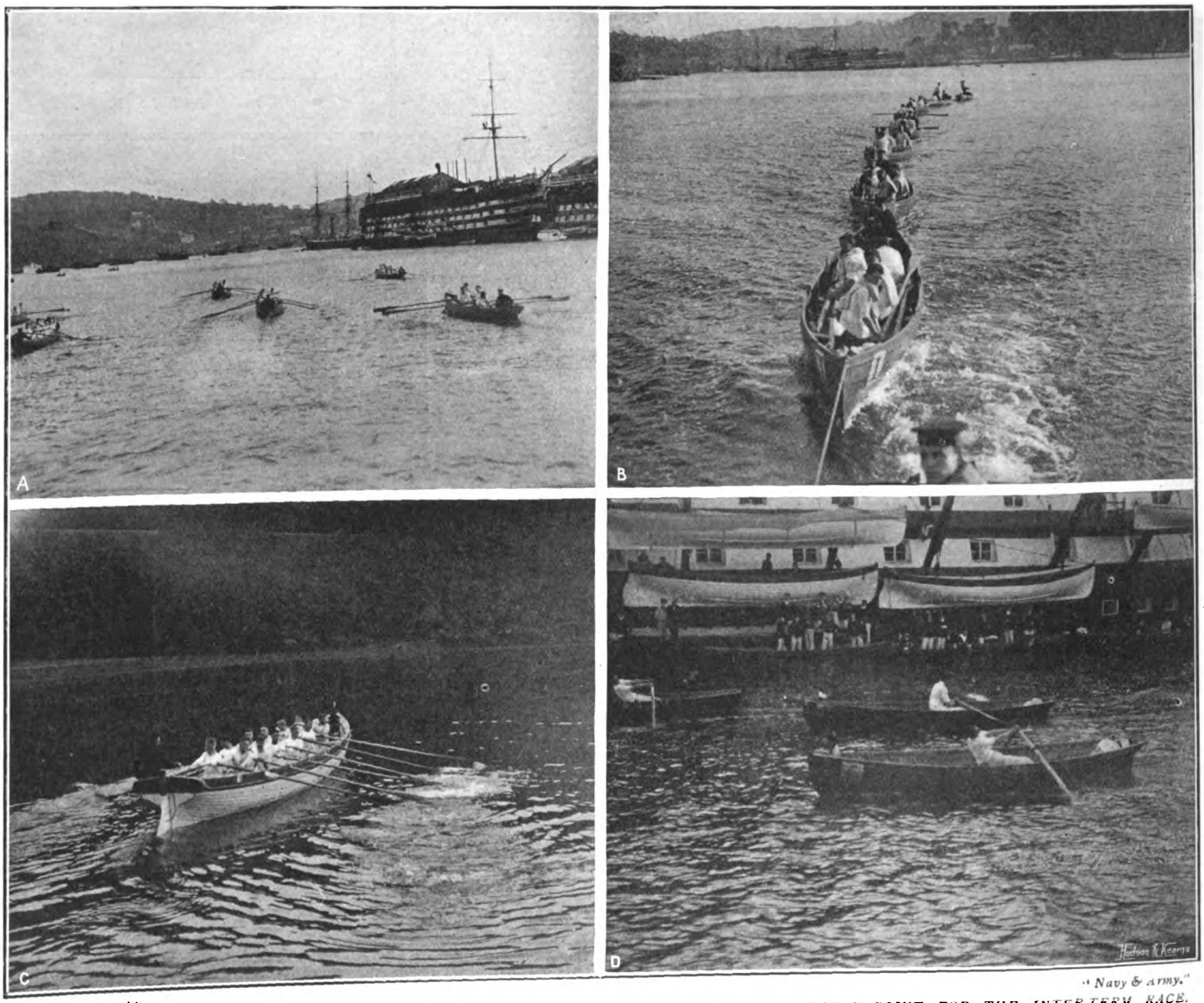
part of the Naval problem. There have been delays in bringing forward some of the ships owing to the very same causes that retarded our own; but this is as nothing compared to the grave difficulty which has arisen in regard to the supply of officers. There exists, indeed, in the United States Navy a very strong opinion that it is useless to go on building more ships unless measures are taken to supply the need, and it is likely, though the President would like to see ships put in hand, that Congress will not now authorise any additional important vessels. So great, however, is the necessity of supplying officers that it will probably make tardy provision in that regard, though, as the Naval Secretary lately said, it takes longer to train a young officer than to build a big battle-ship.

Well-wishers of the United States Navy have witnessed with regret the unsound policy which has led to neglect in the provision of additional personnel. It is plain that if the Monroe Doctrine is to be enforced, and is threatened with a final test, it must be enforced by Naval means. I cite these circumstances really as an illustration and lesson in the need of efficiency. The Naval problem must be regarded as a whole. There must be no exaggerated development of one part to the neglect of another. Ships efficient in every detail—as, indeed, I believe American ships to be—officers and men completely trained to handle them, as President Roosevelt says, Naval bases and coaling stations well supplied, properly officered and manned, and well defended, and behind all these the directing force, foreseeing and planning all, taking account of every eventuality, and providing for every emergency—these are the parts of the Naval structure. There is no reason to believe that American officers have really neglected any of them. The administration has had to take account of the temper of Congress, and of the possibility of obtaining supplies in a time when considerable strain was thrown upon the Naval machine. Now, at any rate, those responsible for the United States Navy are fully alive to what is required, and there can be little doubt that they will win from Congress the provision the Fleet so sorely needs. In these conditions of a friendly Navy there is, of course, a lesson for ourselves. It is the lesson of all-round efficiency, sufficiency, and preparedness which President Roosevelt has extolled.

THE "BRITANNIA" CADETS' REGATTA.



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A.—DURING THE SIXTH RACE, NO. 7 FLAG LEADING. B.—GIGS GOING TO THE STARTING POINT FOR THE INTER-TERM RACE.
C.—THE STARBOARD BOAT. WINNERS OF THE CHALLENGE CUP. D.—MR. R. B. T. MILES WINNING THE RUSHWORTH SEAL.

ONE of the many important events in the "Britannia's" calendar is the annual regatta, and although robbed this year of one of its principal and most exciting features, it did not fall far below its usual standard, either from a social or a sporting point of view. The weather was fine, albeit windy, and the spectators, who were there in great numbers, had a most enjoyable time. The first four races, namely, the first, second, and third term gig races and Starboard *v.* Port, had been previously pulled off, partly owing to the enforced absence of the fourth term cadets in the "Isis." This was the more to be regretted, in that the Starboard *v.* Port forms as a rule a most attractive feature on the programme, there being great rivalry between the crews of the two sides. Since 1878, up to and including 1902 Starboard has won fifteen times and Port nine. The first race on the actual day of the regatta was for scullers 5-ft. 3½-in. and under, won by Mr. Ratsey. The inter-term gig race which followed was won, after a close struggle, by the third term crew, stroked by Mr. de Burgh. The third race, for pair oars 5-ft. 3½-in. and under, again saw Mr. Ratsey in the winning boat, with Mr. Blagrove as his partner, while in the fourth race, for pair oars (open), he and Mr. Handley were the winners. The officers' pairs, which came fifth, was won by Lieutenant Chetwode and Mr. Whapham. The sixth race was won by No. 7 flag, and the seventh, for the Rushworth Seal, by Mr. R. B. T. Miles. This race was founded in memory of Mr. Midshipman Rushworth, who was drowned in Besika Bay in 1877 while endeavouring to save the life of a Bluejecket who had fallen overboard. Mr. White's class came in first in the eighth race, while the ninth, and last, between crowded pinnaces from the "Hindustan" and the "Britannia," was won by the former with ridiculous ease, the "Britannia" boys giving themselves up to jollification.

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AN AMMUNITION CARRIER.

ROUND THE MILITARY CLUBS.

What Soldiers are Thinking, Saying, and Doing.

By RANGE-FINDER.

A HELP TO THE FIRING LINE.

THE question which all thinking soldiers are asking each other at present is, "What is to be the outcome of this war over which we have spent so much blood and treasure?" But it will be of little avail if it only remains to soldiers to pass the question round. A contemporary Service paper, this week, tries to enumerate the advances which have been made in the present steering-gear of the War Office vessel. We are quite prepared to take our contemporary seriously, but really it would have been far more simple to have said that the Secretary of State for War had put everything into committee, and that everything was likely to remain in that condition, than to have filled a column with imaginary reforms. The country has put down its money royally, and for this outlay it is only right and proper that it should participate to some extent in the few profits that accrue. Yet, if we are not careful, under the cloak of retrenchment and committee, we shall lose everything that should stand to our credit as a nation that was prepared to buy its experience in a very high market. I do not wish to write altogether in cryptic language, so I will be plain spoken, and serve up for your consideration the main points which, at the present moment, are troubling serious soldiers.

Say what you will the South African imbroglio found us unprepared for a serious struggle, and this want of intelligent anticipation landed us in the hopeless mess which has handicapped us during the last three years, and which to some extent will continue to handicap us for several years to come. Therefore the country has a right to expect that steps will already have been taken to prevent our being similarly cornered by nations which will not give us the time and opportunity for our national elasticity to work and save us. Now, looking ahead, there are three possible situations in front of us which require the most careful study and preparation. Two of these may not have occurred even to many professional men, therefore I will go into more explicit detail.

First there is the possibility that we shall be "measuring the length of our sword" with Russia upon Persian soil. Yet what military preparations have we made against such a contingency? One has only to read the letters of the Special Correspondent of the *Times*, now in Persia, to see what Russia is doing in this respect, and to realise how the "Lion of the North" is paving the way against the day when Persia shall become the theatre for contending Continental armies. Now, with this knowledge before us, we should be flooding Persia with special service officers. There should not be a stone in Persia that it is not somebody's business to know something about. There should not be a Russian military instructor or German financier in Teheran but whose every-day life is not the careful study of some astute British officer.

Furthermore, have we not recently made an alliance with Japan? Are we doing anything to acquire that full and complete knowledge of Japan's Naval and Military power and resources which alone can bring to a satisfactory issue co-operation in the field or on the sea? Are there, as there should be, a hundred or so British officers lodging with the Japanese and an equal number of Japanese officers lodging with us, an essential condition to bring about that sympathy of thought and action which alone can warrant so grave a step as co-operation? We know what this want of sympathy may lead to. We have only to turn to the history of the Russian War to realise the power which was wasted by the Western Generals because they had no sympathy with or knowledge of the Turk.

Now, look in another direction. We have every day, every hour, evidence of the trend of thought in America. Like the young lion that has tasted human blood, they experienced in 1898 the galvanic touch of successful war. Young nation that they are, they have sipped of that sweet cup which breeds insatiable thirst. Within the last five years they have doubled the strength of their Army; within the next ten years they will have quadrupled the striking power of their Navy. Can you put the three-year-old thoroughbred into training and not enter him for any race, when you feel confident of his fitness to try conclusions with the best? So with a young nation when it feels its power. America may become a menace to the peace of the world. It is a country ruled by popular feeling. A fishing smack, a farmer's oat-field, or a custom-house fine would be pretext enough to open the floodgates of public opinion and to force the hands of the strongest President that ever ruled in the White House. Are we making preparation against such a contingency? Are we in possession of that military knowledge of our coterminous frontier with the States that exists between France and Germany, or Germany and Russia? We know that we are not.

I have mentioned a third menace. We know that Germany has arranged a Naval programme, in the completion of which they trust to find themselves upon an equality with this country in ten years. Is such a contingency to be lightly discarded? Before I come to my main point, I must explain that I do not wish it to be understood that I definitely assert that all or any of these contingencies are bound to come to pass during the next few years. Not at all; but they are contingencies which are pretty generally discussed by thinking soldiers, and which are not considered by them as remote as many persons may believe. The very fact that they are possible is sufficient reason for our making full preparations against them, for it is by warlike preparation that war is avoided, and by pacific indolence that it is encouraged.

And now to my point. We have during the last two years discovered much excellent material amongst our officers for the establishment of a really useful Intelligence Department. The Intelligence Division in South Africa during the last months of the war was furnished by much of the best talent in the younger commissioned ranks of the Army. Yet at the termination of the hostilities what has become of these men, who by aptitude and experience have proved fitting for the most important department in the Service? They have been dismissed to their units to the four ends of the globe, where their wit and intelligence will be allowed to vegetate until too late they are recalled to aid the War Office to extricate the Government from another mess. Now I maintain that these men are a portion of the profits accruing from the giant expenditure of the last three years, and that it will be against the country's interest and the public convenience if their experience and special facilities are allowed to run to waste in simple humdrum garrison duties. These men should form the nucleus to the adequate Intelligence Division which is this country's greatest need, and which has never existed. See what is happening in South Africa to-day. In spite of the fact that we have evidence of the delicate nature of the situation in the Cape, yet the Intelligence Division, which was built up during the war with so much labour and expense, has ceased to exist, and as a substitute we have "three subalterns and an attic" to represent the most important military institution in South Africa. This may please the Chancellor of the Exchequer, who seems to judge the estimates as a personal affair, but it can hardly please the man who pays the piper. If we could only shake the country out of its spirit of apathy! It will turn its attention upon such

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secondary subjects as the Education Bill, but it will not look at the foundations, though it rivets its gaze on the coping-stone! I would advise those who are interested in their country to read the history of the Second Empire; they will find a parallel which is striking, if not pleasant reading.

One of the most healthy signs as to the spirit existing in the personnel of our Army is to be found in the number of applications which are being made by officers to take service in Somaliland. Men are simply tumbling over each other to make personal application at the War Office. So great is the crowd that the Commander-in-Chief's secretaries at one period were seeing these salamanders six at a time. But it is, as was said before, a healthy sign when immediately after the conclusion of a long and wearying war such prompt and earnest desire is found amongst the officers to go on service again, especially after the off-hand manner in which the country has treated its officers.

There has been an interesting development in the scheme for the rearmament of the Horse and Field Artillery. Neither of the three guns which were submitted by private firms was altogether satisfactory, so the new field-piece is to be built, I understand, on a model which will be an adaptation from the three designs. This is a big measure, as the patent of invention for each separate gun has to be acquired. But we must have a field gun which is equal to that of our nearest neighbour, whatever the price, and as we now have their secret, the new gun should be an interesting weapon when it is finally approved.

MILITARY FARMING IN INDIA.

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MILITARY FARMERS.

The first Military Farm Class at the Allahabad Training College.

Reading from left to right the names are—Back row: Sergt. Lovick, Sergt. McDermott, Sergt. Lynch, Sergt. Biggen, Sergt. Gifford, Sergt. Pearson, and Sergt. Frost. Second row: Sergt. Chandler, Sergt. Gilmore, Sergt. Horn, Sergt. Walker, Sergt. Alger, Sergt. Mordue, Sergt. Marsden, and Sergt. Green. Front row: Capt. Finch, Major Meagher, General Abbott, C.B., Capt. Wood, and Capt. Dale.

WE have great pleasure in introducing to our readers some very early developments in a singularly interesting and important military experiment, of which we believe no details have been published in this country. It constantly happens that, thanks to our enormous and ever-widening circle of friendly correspondents, we are early in the field with information of this sort, and we make no doubt that our readers are, equally with ourselves, gratified with this pleasant and practical result of this journal's popularity.

Our picture shows a Military Farm Class at Allahabad, and it may freely be conjectured that, at first sight, this piece of intelligence will not convey any precise meaning to the great majority of those who receive it. Yet the new departure, of which this portrait group is a practical outcome, is one of very genuine military value, and it is quite possible that, at no distant date, very similar methods will be extensively adopted in this country. Already the special training of Army Service Corps officers is occupying the careful attention of the authorities, but it is safe to say that much will have to be done before that of the subordinate grades can be approached on the high plane on which the Indian authorities are now working.

In 1900 the Government of India laid down a set of rules for the control of the Government Farms, from which it is intended eventually to supply the principal wants of the British Army in India in the way of meat, milk, butter, fodder, etc. The central idea was that the sources from which these vitally important supplies were derived should be entirely under expert European management, and with that idea in view it was necessary to provide the Commissariat Department with an extensive and carefully selected and trained addition to its personnel. So far as the directors and assistant-directors of farming operations were concerned there was no difficulty, as there are hundreds of officers in the Indian Staff Corps who have from their earliest childhood been connected with, and who have a predilection for, agricultural and kindred pursuits. To these it was merely necessary to give a year's training, and to appoint them under proper restrictions as to evidence of sustained qualification and aptitude.

In the case of the subordinate grades more elaborate precautions were necessary. Men of perfect integrity, sober, robust, educated, intelligent, of exemplary character, and capable of managing natives with tact and temper, had to be carefully picked from British corps and departments, and were then sent for a course of eighteen months' training at Allahabad, with a view to their appointment as managers, assistant-managers, overseers, and assistant-overseers, with rates of pay ranging from Rs.100 to Rs.500 a month. Our picture shows the first class which finished the course under Major D. J. Meagher, I.S.C., Director of Government Farms in the Bengal Command.

The course is divided under three heads—agriculture, butchery, and dairy farming—and is singularly practical and comprehensive. In connection with agriculture, for instance, the student is taught the sources of gain and loss to soil, and the different varieties of Indian grasses and fodder crops, together with land surveying and farm accounts. The dairy farming course is equally thorough, and includes every detail connected with implements, machinery, and dairy farm finance.

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NEW ZEALAND ARTILLERY.

OFFICER, 1st VICTORIAN INFANTRY.

BRITAIN BEYOND THE SEAS.

A WEEKLY STUDY OF COLONIAL NAVAL AND MILITARY INTERESTS.

By IMPERIALIST.

FOR the past few years, and, again, almost more noticeably for the past few months, our views of Britain beyond the Seas have been largely concentrated in an Empire which, to all intents and purposes, is *made*. In India, Canada, Australia, and even to a great extent in South Africa, Empire-making has passed far beyond the preliminary stage, and it has been easily possible for some time past to derive important lessons from accomplished results. But in East, West, and Central Africa Empire is still in the process of making, and during the last few weeks, in Somaliland and the region of Lake Chad, we have had some vivid illustrations of the attendant difficulties and triumphs. The lessons packed up in these cases are many and various, and it would be quite impossible to deal with them at all thoroughly in the limited space here available. But, in a discursive sort of way, we may touch upon one or two points which, while interesting in themselves, may serve to make readers do what is absolutely necessary should be done if Colonial affairs are to be even vaguely understood—namely, reason out for themselves the changes now being wrought in Empire-making as a British pursuit.

For the business of adding here a "chunk" and there a "chunk" to the immense area of Britain beyond the Seas has indeed changed wonderfully within the memory of the present generation. The old system under which merchant adventurers first opened up relations with unknown countries, and, having acquired valuable interests, defended and added to them with powder and steel, until the foundations of a great colony or dependency were firmly laid, are well-nigh impossible now. Still wilder would be any dream of rearing the imposing structure of a great Commonwealth upon the relics of a penal settlement. Even the purest type of colonisation, the emigration of a little band of agriculturists, who can make no proper livelihood at home, is obsolete now, so far as the opening up of entirely new territory under no civilised government nor protection is concerned. The aspirations of Continental Powers for extended possibilities in the way of trade have led to the establishment of the "sphere of influence" system, and on that system most further attempts at Imperial expansion must be based.

Happily, Great Britain still has an immense advantage over two out of three of her great Continental rivals in the matter of colonisation. One need not here discuss the question whether we have such a decided pull over Russia as it would be pleasant for us to have in view of approaching struggles for extra-European supremacy. Russia, within certain limits, it may be admitted, knows how to colonise as well as we do; she has already a "sphere of influence" which is both enormous and well adapted to her capacities, and her resources in most directions are fully equal to our own. But over both Germany and France we have an advantage which, so long as we are true to ourselves, must remain with us. In the first place, we have the start by a good many millions of square miles of Empire which may be described as fully made. Next, we have the Naval supremacy without which all Colonial expansion, except such as Russia is enabled to secure by merely shifting her Asiatic frontiers, is a vain thing. For it is permissible to doubt whether, supposing we were ever to come to blows with Germany or France, the German colonies in Africa or the French settlements in the Far East would regard their positions as particularly safe and free from anxiety. Lastly, if anything, the "sphere of influence" system suits the British genius for Imperial expansion even better than the old processes by which such gorgeous gems as India were added to the British diadem.

We see the process illustrated with curious distinctness in both East and West Africa, and yet there are certain differences involved to which we shall presently draw attention, and which are of themselves deeply instructive. Speaking broadly, the "sphere of influence" system is the result of an agreement between European Powers, who have secured serious interests in a foreign and undeveloped country, to define areas over which they may ultimately extend their actual administration without interference from any of the other Powers who are parties to the contract. The bed-rock morality of the system is, of course, questionable, but civilisation is as copious a cloak as charity, and, anyhow, we are not here concerned to discuss an argument of this "no thoroughfare" sort. As to the general working of the system, that is simple and for the most part uniform, in Africa at any rate. Tribes within easy distance of a settlement, to which some form of administration has been applied, are taken under protection, and the result is a Protectorate. That in itself does indeed sound very simple, but it is in reality the most important step in modern Empire-making, and a close study of the performance under various conditions would repay the trouble spent on it by the individual reader. Of course, before you have a Protectorate you must have a settlement, or vested interests, or something pretty tangible and obvious, with a local administrator and a flag attached to it. After that progress is easy and rapid, for, by an almost inexorable law, a properly conducted Protectorate can hardly avoid expansion.

Tribes under the protection of a European Power are quite remarkably liable to unfriendly attentions on the part of their "unprotected" neighbours. Sometimes hostility takes the form of simple incursions, at others that of raids by some local chieftain or fanatic who aspires to extraordinary power, and does not realise that in the stream of Imperial progress he is but an earthen pot which will come to swift and sudden grief if it bumps up against an iron vessel in the shape of European methods of administration and warfare. The beginning is essentially the same in all cases, and so is the result. The hostile, unprotected neighbour is dealt with and absorbed, and, to prevent mistakes, a protected tribe, or two or three, are also assimilated, and the Protectorate becomes a colony pure and simple. At least in the many cases in which the "sphere of influence" system is at work in Africa this final result is a foregone conclusion.

Allusion has been made to differences in the conditions on which we are making Empire in West and in East, with which must be included Central, Africa. It is as well to explain these differences clearly, for they go far to account for the discrepancy in the intermediate process by which the Lake Chad region and Somaliland respectively are gradually working up to the colony stage. It must be carefully borne in mind that British West Africa is controlled by the Colonial Office, and British East and Central Africa, including the Uganda and Somaliland Protectorates, by the Foreign Office. Both the Colonial and Foreign Offices have military forces which they administer on their own account quite apart from the War Department. As has been duly recorded in NAVY

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AND ARMY ILLUSTRATED, an attempt has recently been made to systematise these military forces, and to place them on a somewhat similar footing as regards both organisation and inspection. The Foreign Office forces in East and Central Africa consist of a regiment called the King's African Rifles, which has six battalions, while the Colonial Office has a West African Frontier Force consisting of Northern and Southern Nigeria Regiments, a Gold Coast Regiment, and a Lagos and Sierra Leone battalions.

The operations against the "Mad Mullah" in Somaliland under Colonel Swayne, and the expedition to Lake Chad under Colonel Morland, afford excellent examples of the respective military methods of the Foreign and Colonial Offices, and both constitute interesting and instructive Empire-making episodes. In the first case there was unwise parsimony in the matter of trained troops and equipment, with the painful result that a force composed largely of inefficient levies was ambushed, severely handled, and forced to retire. In the second a thoroughly well-equipped expedition, with a sufficiency of British officers and non-commissioned officers, traversed an immense region with complete success, easily overcoming the opposition which it encountered, and accomplishing all its objects. There is much in the contrast between these two expeditions which merits careful attention on the part of statesmen who see real danger in allowing a department without proper military machinery to undertake large operations quite beyond its capacity.

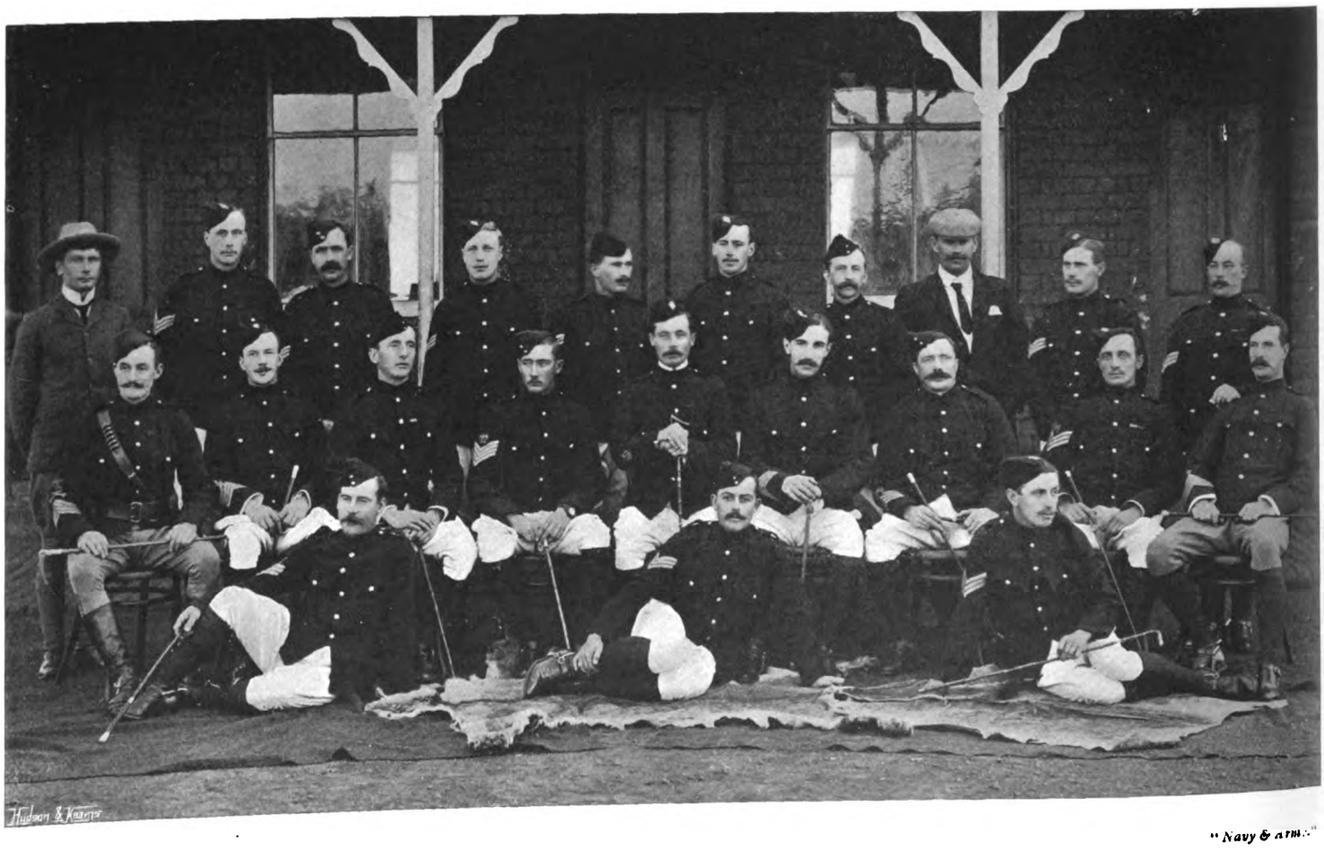
But, whatever may be the incidental happenings in these two cases, the ultimate result is almost certain, as indicated above, to be identical. "To their certain end they go," both Somaliland and the British sphere of influence round Lake Chad, though it may be some years before there are Cook's tours to the Haud or a weekly mail to Bornu. And that end is not mere inclusion within the fringe of a Protectorate, but definite incorporation within the British Empire.

BRITISH SOUTH AFRICAN POLICE.

THE British South African Police, formerly known as the Rhodesian Horse, are a fine body of men who were much to the fore in the late war. They were practically the first men in the field, and were at Tuli as early as August, 1899, before Colonel Plumer arrived with his force. They then went on to Palapye and Ramathlabama, and formed the advanced guard in the battle just before Mafeking was relieved. Not only did these men take part in the relief of Mafeking, but a number of them were besieged in the town, together with a body of Irregular troops and about 400 of the Protectorate Regiment, and right well did they uphold the record of the Rhodesian Horse of days gone by. One instance of the manner in which they helped in the defence of the town was on the last day of October, when the Boers, under the command of General Cronje, thought fit to venture on an attack on Cannon Kopje, which consists of a small fort and eminence at the south of the town. This was defended by Colonel Walford, with about sixty men of the British South African Police, who had with them three guns, these being only small ones. The attack, which was a very determined one on the part of the Boers, was just as determinedly repulsed by the British, whose casualties amounted to about twelve killed and wounded, while the losses on the Boer side were much heavier. After the relief of the town the British South African Police accompanied Colonel Plumer and General Baden-Powell into the Transvaal, and on the taking of Rustenburg they recaptured one of the guns lost by Dr. Jameson at the time of his unsuccessful trip into the Transvaal some years back. They also participated in the fighting during the operations north of Pretoria and at Warm Baths while serving with General Paget.

They then returned to their headquarters at Bulawayo, where Lord Roberts sent a message of congratulation to the commanding officer, Lieutenant-Colonel Bodle, C.M.G., thanking him and his men for the manner in which they had behaved. This message was much appreciated by both officers and men, who had worked very hard indeed, and who had endured severe hardships for the honour of the Empire.

In September, 1901, they again joined Lord Methuen, when they were accorded the honour of forming his body-guard and escort to the guns. On their arrival at Lichtenburg, they were publicly thanked for the conspicuous bravery they had shown, and for the valuable services that had been rendered by them during the campaign. In our illustration we give a group of the non-commissioned officers of the Bulawayo Division, which will enable our readers to see the style of men who compose the corps, and who so ably assisted in the defence of Mafeking and its environs.



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THE BRITISH SOUTH AFRICAN POLICE.

The non-commissioned officers of the Bulawayo Division.

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FINDING A RANGE

CHELTENHAM LADY.
Who used to collect in aid of the widows and orphans of those who fell in the late war.

THE NAVIES AND ARMIES OF THE WORLD.

A WEEKLY CAUSERIE BY DAVID HANNAY.

TAKING OBSERVATIONS.

COULD anything happen in modern Naval warfare quite like this story? It all took place in the second and third years of the Peloponnesian War, 439 and 438 B.C. The scene was in waters very familiar to the British Navy—the Gulfs of Corinth and Patras, and the narrow straits between Kastro Rumili and Kastro Morea. The combatants were an Athenian squadron of twenty triremes, commanded by Phormio, and the ships of the Peloponnesian allies. There is not a prettier story in all the records of fighting on blue water, nor a more brisk and gallant figure among admirals than Phormio. He had been sent round from Athens to keep the allies of his city in Acarnania, and other states on the north of the gulfs, who were being attacked by the Epirots from still further north, and by the Peloponnesians. It was his business to prevent the enemy's triremes from coming up from Corinth. He established his headquarters at Naupactus, which is now Epacto or Lepanto. The name is familiar as that of another battle fought some 2,000 years later, not exactly at Lepanto, but off Cape Scrofa, on the north side of the entry to the Gulf of Patras. The headquarters of an ancient admiral were of immense importance to him. It was impossible to keep the crews of triremes long at sea, for there were 200 rowers, and marines in addition, packed in vessels 150-ft. long with 20-ft. of beam. There was no room for water or provisions, therefore there had to be some place of supply on shore. Whenever it was possible the men were landed to cook their dinners.

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Having established his magazine—spare oars, cables, food, etc.—at Naupactus in an entrenched camp, Phormio took his station in the straits between Kastro Rumili and Kastro Morea, and watched to see what would happen. The Peloponnesians came up from the bottom of the Gulf of Corinth with forty-seven triremes crowded with soldiers. Though they outnumbered him by two to one, they did not attack Phormio, partly because they rather dreaded the known skill of the Athenians, partly because they probably thought he would draw his ships up on the shore, and would be reinforced by his allies, partly because they were eager to get on and join their general, Knemus, who was at Leukas-Santa, *i.e.*, Maura, preparing to act against the Acarnanians. But they never dreamt that Phormio would fall on them with a fleet less than half as numerous as their own. So they came along the southern shore. Phormio followed along the northern. When the Peloponnesians had reached the mouth of the gulf, they stretched out to the north-west heading for Leukas. Phormio at once bore down to attack. He had refrained before, because he wanted to give battle in open water where there would be room to manœuvre. But the Peloponnesians, conscious of inferior skill, and being heavily weighted by stores and transports, dreaded a fight in the open. So they went back to the shore. When night fell they stood out, and tried to slip across in the dark. Their calculation was that Phormio would land his men for the night. But he kept under way, and when the sun rose they found themselves too far from the shore to reach it before the Athenians were upon them.

* * * *

And now they did a thing which is certainly a lesson for all time. Knowing that they were less able to manœuvre, they adopted a formation which they hoped would save them from the necessity to manœuvre. They arranged their triremes in a circle, prows out, and put their transports in the middle. The calculation was that Phormio would be compelled to attack bow to bow, and that the fight would be a pure affair of boarding, in which the Athenians would be unable to ram them on the side or in the stern. Their device was a striking example of the rooted superstition that there are formations which will enable you, as if by magic, to secure all sorts of incompatible advantages together. Of course, the very want of skill which drove them to form the circle made it impossible to keep station. If Phormio had come on at once, as they hoped he would, they might have fought with some advantage. But he was far too clever to try to kill the cat by choking it with cream. It was his game to disorder the formation of the Peloponnesians, and he applied himself to the task before coming to close quarters.

* * * *

The method he adopted was of the neatest description. He knew, what his enemies either did not know or did not allow for, namely, that a strong land breeze blows down the Gulf of Patras soon after sunrise. For this he waited, and till it rose he rowed steadily round the forty-seven triremes and their transports. His rowers were under perfect discipline, and had the utmost confidence in him. They were not, like the great majority of the rowers of the ancient world and Middle Ages, slaves. At that time the Athenians went freely into the triremes, and when their numbers were not sufficient, the difference was made up by volunteers from allied cities and the islands, who were tempted by good pay and the honour which was paid in Athens to the sailors. Phormio lived on the pleasantest terms with his officers and men. Like Nelson, he was their friend and comrade. He had always told them that, so long as they kept up their discipline and went roundly to work, they need not fear any number of Peloponnesians. We may fairly conclude that, also like Nelson, he was in the habit of discussing all the probabilities of war with his captains. On the present occasion they certainly showed an amount of adaptability which argues long preparation and perfect readiness to deal with unusual circumstances. Phormio led his line round and round the Peloponnesian circle. His crews were thoroughly drilled, and worked in silence. No noise was allowed to cover the voice of the "keleustes"—the boatswain—who gave the time for the rowers with his pipe. We may presume that Phormio let his men go easy, so as not to pump them before the decisive moment. It must have been a wonderful spectacle. Outside were the Athenians—cool, efficient, silent, and wheeling like a bird of prey which is about to pounce. The hundred and seventy long oars of the triremes beat steadily, going in and coming out clean, without hurry or splash.

* * * *

In the wider circle made by the sweep of the Athenians, the enemy lay huddled together, waiting to be attacked, while the suspended menace of Phormio weighed on his nerves—a dreadful trial even to a phlegmatic people, and infinitely worse to the nervous and imaginative Greek. Of course it was found to be difficult in the last degree to keep the ring unbroken. Phormio's own perfectly-trained crews would have been taxed to the utmost to do it. When the land breeze got up it became impossible. The water became rough. Clumsy rowers failed to clear the top of the waves on the back stroke, and churned up the water. The vessels

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drifted apart here and together there. The oars were locked and broken, which destroyed the manœuvring power of the ships. Men had to be employed in fending vessels off from one another. There was an infinite hubbub of shouting and swearing, in which the calls of the keleustes were inaudible. Then when the circle was gaping Phormio swung round. His rowers gave way, and he dashed into the middle, driving his ram into the stern of one of the Peloponnesian admirals and breaking it open. His captains broke in wherever there was an opening, and the enemy was utterly routed.

* * * *

There has been no better-calculated battle fought on the sea, and no better-deserved victory won. Phormio did everything that could be done with the trireme. It was a very weak instrument of war when compared with a seventy-four, to say nothing of a steam battle-ship. But the generalship was great, and the lesson is good for all time. There is no formation which is of any real use against the better power to strike. The more complicated you make a formation the more do you emphasise whatever weakness there may be in your force. It is a supreme folly to adopt a course which can only succeed if your opponent acts precisely as you wish him to act. Your enemy has a choice, and though he may blunder, you have no right to calculate that he will. The more simple you are in your dispositions for battle the better. Your good qualities will have the freer play and your weakness will be the less hampered.

THE SHILLUK.

IN the neighbourhood of Fashoda, where cattle replace camels, are the tribe of Shilluk, a good-tempered and peacefully-inclined race of cattle-owning negroes, whose country, covering an enormous area, forms the principal granaries of the Soudan. The Shilluk do not wander, for their great cattle wealth keeps them stationary. They dwell in well-built huts, and are passionately addicted to hunting and fishing; but first and foremost devote themselves to cattle-rearing. A large enclosure receives the cattle at night, and the animals are accounted for every evening in the following ingenious fashion. A narrow passage compels the oxen to file into the enclosure one by one; in passing, the animal strikes with his horns, head, or hump a piece of wood hung in the middle of the entrance. A man counts the blows that are given, and if the number is wrong, that is, short, servants are despatched to seek for those missing, and not allowed to return till they have found them, or their remains, or traces of their having been carried off by lions. Consequently, many fine and varied versions of lion stories flourish in the Shilluk country. However, the Shilluk do not kill oxen for food, but they voraciously eat the flesh of such as die from disease or other causes.

WATER-CARRIERS "DOWN SOUTH."
Shilluk women returning from the well.

The Shilluk have a Sultan for their head, whom they blindly obey, and without whose licence no Shilluk man may hunt or fish. Were it not for the malarious nature of, and scarcity of water in, their otherwise pleasant country, the Shilluk tribe, doubtless, would have practically ceased to exist ere this—meaning that during the recent sway of the Mahdi and Khalifa, the Baggara, on their north, would have bagged them wholesale and deported them as slaves. This fate befel a neighbouring tribe—the Bongo—who were unfortunate in possessing a better climate. As a matter of fact, the Shilluk were conquered by the Baggara some thirteen years ago, but they made a good fight of it.

Mild-tempered and peaceable as he is when left alone, the Shilluk is an intrepid warrior when roused, and under English tuition he has developed an excellent talent for fighting. The Shilluk tribe now furnish the Egyptian Army with a large number of recruits of the best material. The woman, however, is a lazy creature, directing, not performing, household duties, which she leaves to dependents—or slaves as they were until we abolished slavery. When they have nothing else to do, both men and women lie on lion-skins and are massaged by their dependents, who rub them all over with fat. This is the height of Shilluk enjoyment. The capital of the country is a huge village of huts, known as Kaka. The Shilluk have taken very kindly to Anglo-Egyptian rule, and, given a continuation of peaceful times and good government, the development of the country augurs well.

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LANCES OF THE GUARD.
The Sultan of Shilluk, surrounded by his bodyguard.

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BRITISH LIFE-BOATS.—V.

Their Service and Stations.

WALMER.

By C. H. TEMPLE.

TO anyone spending his summer holiday at the quaint old Cinque Port, Walmer, an inspection of the lifeboat house is certain to be productive of interest and instruction. But those who take more than a passing interest in lifeboat work, those who realise something of what such service means to our shipwrecked sailors in the hour of peril, will be more than interested by a survey of the station and an enumeration of its distinguishing features. For them especially, whether they be actual visitors to the spot, or merely readers of this article, Walmer presents all the characteristic features of a complete and up-to-date life-saving establishment. And as their knowledge of the station grows, interest will deepen into admiration, and admiration will beget a spirit of thankfulness. Indeed, Walmer is only one illustration out of the scores which might be cited of the splendidly efficient manner in which the officers of the Royal National Lifeboat Institution have invested the public money subscribed for this specific work and entrusted to their care. In fact, it is hardly too much to say that there is scarcely a really dangerous spot around our treacherous coasts on which the Lifeboat Institution does not maintain an efficient and admirable service. One might very easily grow eloquent in the cause of the institution, but this is scarcely the place to plead for its better support. Let this be said, however, that among the long list of organisations supported by public-spirited generosity, there are few equalling in importance lifeboat service. And to this may be added that apparently everything which skill, energy, and foresight can suggest are utilised in the work of the institution. Such being the case, then, confidence is pre-eminently established, and Britons the world over ought to be—I wish I could say are—profoundly grateful that there are those well qualified who look after the best interests of all "who go down to the sea in ships."

Standing four-square to all the winds that blow—and old Boreas is to be found in very ugly moods at times upon this part of the coast of Kent—the lifeboat house is a conspicuous object upon the beach at Walmer, and a pretty and pleasing picture it presents too. Built of solid masonry, it seems intended to resist the rude shocks of Time. On either side of it there is a serviceable lean-to, beneath which the visitor may shelter from the too seductive rays of the sun or the inclemency of the weather, and so resting may gaze out upon the variegated shipping in the Downs, perchance thinking upon the stirring scenes which have been enacted hereabouts of old. The house is set up right upon the beach for purposes of utility. As the coxswain remarked to me, "We can't use horses here very well. When we get a call to a wreck, as soon as I pull the bell the men—who mostly live in those small houses yonder, about a stone's throw away—are here on the spot, and we run the boat out on skids down the beach incline, and in ten minutes we're on the water. I've got nearly a hundred volunteers on the roll, so there's always plenty of willing hands to help. If the surf happens to be very heavy we attach the boat to an endless warp, worked by two windlasses, and pull her clear that way, and we can get away in any state of weather and tide. Bless you, we couldn't do it half so well with horses. So there's no need to bother with them."

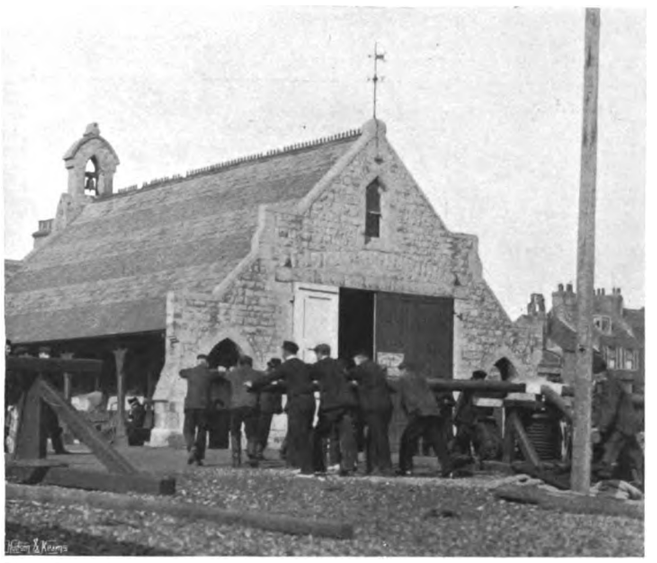

Photo. Copyright. *C. Hussey.*

HAULING THE BOAT UP BY MEANS OF THE CAPSTAN.

This method of launching is undoubtedly the most suitable for Walmer, and is therefore allowed by the Lifeboat Institution. Herein lies the secret of much of its successful working. Methods which may prove the most useful at one station may be disadvantageous at another, so ironbound rules and red-tape are not allowed to interfere with successful administration. The peculiar needs of each locality are carefully considered, and in every case the best possible means are sought for the accomplishment of the great purpose in view.

The locality of Walmer, as is the case with practically the whole coast of Kent, is a really dangerous one. Six miles to the eastward lie the Goodwin Sands, running a length north and south of over nine miles. Naturally, casualties to shipping are only too numerous, for the devastating work of the sands is ably seconded by the treacherous nature of the tide and currents in the vicinity. Some idea of the danger which threatens a vessel *hors de combat* may be formed when it is stated that the tide will often race through the narrow channel lying between the sands and the mainland at the rate of over five miles an hour. Heaven help the hapless mariner who finds himself in this region, under such circumstances, in dirty weather. As a consequence of this danger, although there are eight boats maintained on the coast from Margate to Dover, there has been plenty of work for each and all to do. Walmer is no exception to

Photos. Copyright. *A. H. Fry.*

SOME MEMBERS OF THE COMMITTEE.

Reading from left to right the names are: Admiral Harvey Rouse, Rev. T. S. Treanor, Rev. Canon Venn, Capt. Wetherall, and Lieut. Pearson, R.N.

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THE COXSWAIN.

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JOHN MACKINS.

Who has served in the boat for more than forty years.

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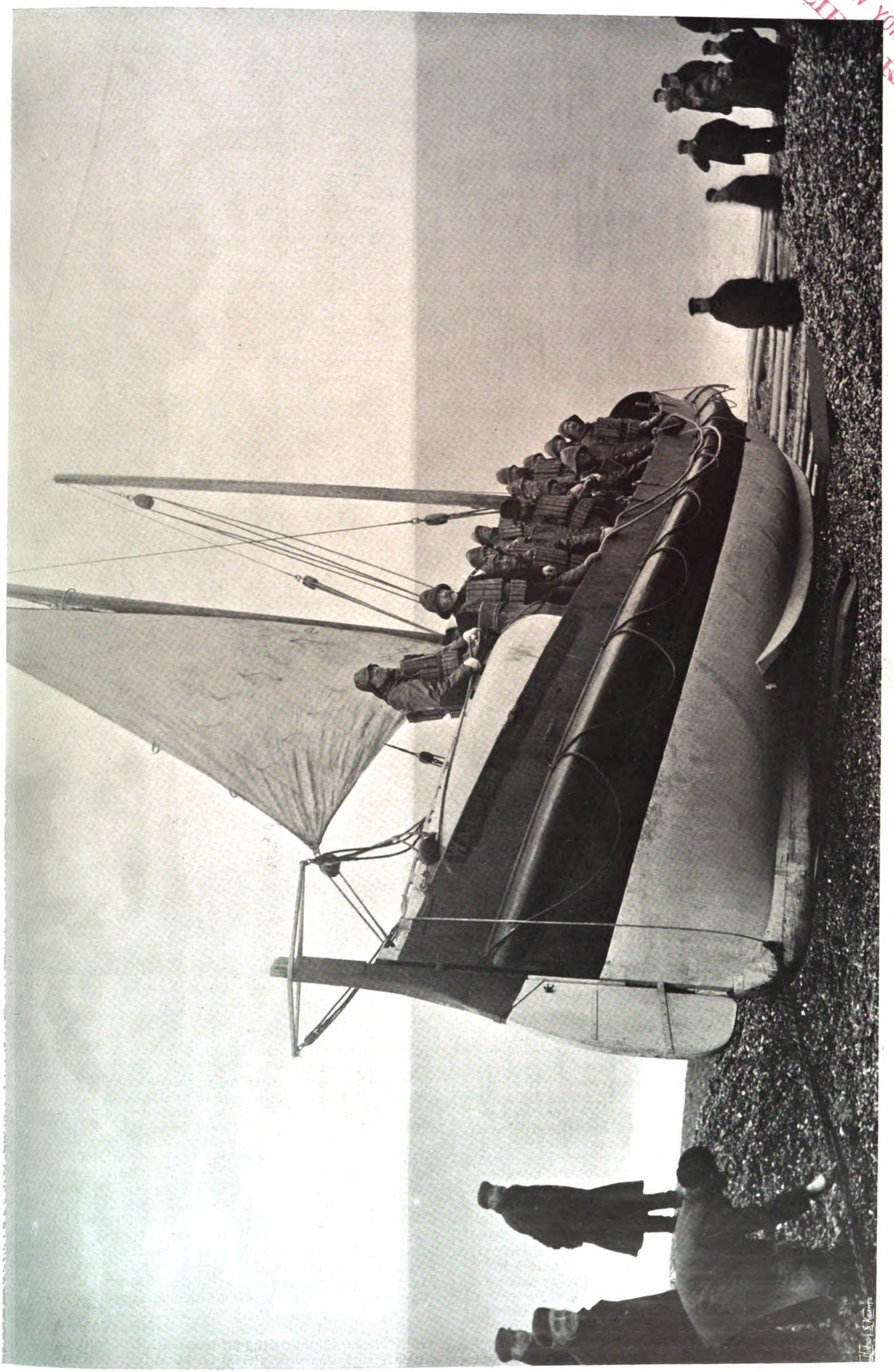

THE WALMER LIFEBOAT AND HER CREW.

Reading from left to right the names are: J. Mackins (coxswain), H. Parker (2nd coxswain), J. Axon, T. Wood, W. Axon, T. Smith, H. Axon, T. Lewis, J. Elliott, D. Beecham, H. Hall, W. Heard, G. Sponder, W. Axon, and T. Novis.

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this rule of usefulness, and the record of the station is a long, busy, and very creditable one.

The first boat to work here was called the "Royal Thames Yacht Club," having been presented to the institution by the members of the club of that name through their secretary, Captain P. C. S. Grant. In the thirteen years of her career, dating from 1857, she was instrumental in saving twenty-one lives, in addition to rendering help in many other cases, and salving several wrecks.

The "Centurion" superseded her in 1870, and established a record of seventy-eight lives saved.

Then in 1884 followed the "Civil Service No. 4," presented and maintained by the Civil Service Fund, to which reference has been made in a previous article of this series. Amongst other work, she rescued seventy-two persons before being replaced by the present boat. This latter was placed on the station on June 7, 1897, and has entered into the heritage of her predecessor's name, being still called the "Civil Service No. 4." Although called out on service several times since making her *début*, she has yet to record her first life-saving voyage. Thus, with a total of 171 lives saved, the station has fully demonstrated its usefulness, and possesses no little claim to distinction.

As an illustration of the general nature of the work performed at Walmer, showing how neighbouring boats work together, and in conjunction with the coastguard corps along the coast, the following will be found interesting:

On the morning of October 9, 1900, the South Sand Head Light Vessel fired signals indicating that a vessel was in distress, and the coastguard on duty at Walmer at once reported the fact to the coxswain of the lifeboat. He quickly summoned his crew, and the boat was promptly launched. The signals were also seen and heard at Kingsdown, and the coastguard there having called up the coxswain, and the crew having assembled, the lifeboat was also launched. Both boats were on their way to the Goodwin Sands at 1.45, and on arriving there found the s.s. "Carlotta," a large vessel of about 1,800 tons, stranded. The lifeboatmen, assisted by the crews of several boats which came off from the shore, jettisoned some of the cargo, with the object of lightening the steamer, and the services of steam tugs were secured to try to tow the vessel; anchors were also laid out, but although the efforts were continued for a long time, they were unsuccessful. While the men were still at work upon her, the ship suddenly parted amidships, and those on board signalled for the lifeboats to come alongside to take them off. Fifty-eight persons were in the vessel; this number including the men from the shore-boats who had put out to help, their boats having been compelled to return to the shore in consequence of the bad state of the weather. As soon as possible the lifeboats approached the ship, rescued all of those aboard, and brought them safely to land. Of the lives thus saved in the very nick of time, 35 were rescued by the Walmer lifeboat, and the remaining 23 by that of Kingsdown.

Walmer is happy in the possession of a very bustling and intelligent coxswain, John Mackins by name. I found him most enthusiastic concerning his work. In his little sitting-room there hangs this prized testimonial, which reveals that not only is his work appreciated, but that he himself is held in high estimation by those best qualified to judge: "At a committee meeting of the Royal National Lifeboat Institution, held in the offices, April 10, 1902, the following minute was recorded on the books of the society. Resolved: 'That the best thanks of the Royal National Lifeboat Institution be presented to John Mackins, coxswain of the Walmer lifeboat, in recognition of his long-continued services in saving life from shipwreck, and especially on the occasion of the rescue of the crew of the barque "Mersey," in a gale of wind and a very rough sea and cold weather on December 28, 1901.'" This testimonial is signed by Sir Edward Birkbeck, the chairman, and Charles Dibdin, the secretary of the institution, but, most valued of all, by the Prince of Wales, the president. Concerning the particular service mentioned in this testimonial, it may be very briefly stated that on December 27 and 28, 1901, a heavy south-westerly gale prevailed in the Channel. After an exceedingly trying passage across the Atlantic the "Mersey," a large four-masted iron ship, was driven on the Goodwins, and in a very short time was engulfed. Shortly afterwards, as the vessel began to break up, the boats were lowered, but owing to the violence of the seas the crew were unable to take to them. Two tugs arrived, one from Dover and the Ramsgate harbour tug "Aid," but neither could get near enough to the doomed ship to take off the crew. In the meantime the lifeboats from Walmer and Kingsdown had been launched, and after an arduous pull reached the wreck and succeeded in taking off all the crew.

Photo Copyright. A. H. Fry.

COMING ASHORE.

The boat just returning and about to be hauled up.

The Goodwin Sands and Downs Branch of the Royal National Lifeboat Institution, which consists of three stations, *i.e.*, Deal, Walmer, and Kingsdown, is superintended by one committee, the members of which are as follows: Admiral Gordon Douglas, chairman; Rev. F. B. Blogg, Captain Bushe, R.N., Julian Coast, Esq., Captain Coleman, Rev. T. Ll. Griffith, Captain Haggard, R.N., Lieutenant Gunn, R.N., Lieutenant Pearson, R.N., G.G., Admiral Harvey Royse, Rev. H. Venn, Captain Wetherall, and A. Wollaston, Esq.; treasurer and hon. sec., Rev. T. S. Treanor, "the Missions to Seamen" chaplain for the Downs.

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OFFICERS OF THE AYRSHIRE IMPERIAL YEOMANRY.

DEFENCE, NOT DEFIANCE.

Citizen Soldiers in Town and Country.

By TRAINBAND.

SINCE publicity was first given to the reported resignation of one officer commanding a metropolitan Volunteer battalion, and the threatened resignation of several others at a comparatively early date, opportunity has been taken to gauge the feeling of a few representative provincial battalions with reference to the new regulations. It may be stated that the corps which have their headquarters in any large city are situated, for nearly all practical purposes, much as are those in London, and the difficulty they will experience in coping with the camp regulation will necessarily be of a similar nature, if not always quite so pronounced. Those battalions, however, which are maintained in rural districts have this year evinced no sign that they will be unable to satisfy the requirements of the War Office as to attendance at camp; but, on the other hand, they find the new rule enforcing attendance at ten company trainings before the camp season an extremely severe imposition. The homes of the men in one battalion, and even in one company of a battalion, are scattered over such an extensive area that their officers recognise that it is both useless and unjust to expect to get a large number together for drill, except during the time they are in camp. It will, therefore, be seen that, although the objections lodged by the commanding officers of metropolitan battalions and of provincial battalions are not identical, they are both very reasonable, and merit serious consideration. It must be regarded as unfortunate that the term "revolt" has been applied to the behaviour of the Volunteer Force. It is certainly to be hoped that all ranks may continue to make every endeavour to meet the wishes of the authorities, and veiled threats and disastrous prognostications are to be deprecated. It must, nevertheless, be affirmed that a modification of the Volunteer Regulations as they now exist is very desirable.

"How I Killed the Tiger" is the title of a book written by Lieutenant-Colonel Frank Sheffield, commanding the 1st Cadet Battalion Royal Fusiliers. The first part of the volume is an account of a thrilling adventure experienced by the author in India, and the book throughout is enriched by equally thrilling illustrations. Part II., termed an appendix, really comprises about three-quarters of the volume, and contains some very accurate and readable general information about India. Lieutenant-Colonel Sheffield announces that the profits derived from the sale of the book will be devoted exclusively to a fund which has been opened in order to obtain the amount necessary to provide suitable headquarters for the battalion he commands. In consideration of the good purpose for which it is published, therefore, it is hoped that "How I Killed the Tiger" may have an extensive sale. Meanwhile, a few words may be said regarding the methods by which cadet battalions endeavour to procure funds for their maintenance. Certainly there can be no objection to an author devoting the profits arising from his work to any purpose he may wish. But it is believed that, in the case of at least two cadet battalions, written and personal appeals for assistance are made in a manner which might reasonably be deemed somewhat *infra dignitatem*. The maintenance and development of cadet battalions are greatly to be encouraged. Many of the most distinguished officers, including the Commander-in-Chief, Lord Wolseley, and Lord Kitchener, have expressed themselves strongly in their favour, and the Prince of Wales is known to greatly support their organisation. The Cadet Battalion of the King's Royal Rifle Corps is really one of the most efficient amongst the auxiliary forces, and sent a number of its members to South Africa. The 1st Cadet Battalion of the Royal Fusiliers, on behalf of which "How I Killed the Tiger" is published, has been raised less than two years, yet it already makes a really smart appearance on parade, and several of its members have enlisted in the Regular Army, one in time to see service in the Transvaal. Under these circumstances, it might be thought that some assistance might justly be given by the Government. Unfortunately, there seems little prospect of so obtaining it.

Certainly some few indulgences have from time to time been granted. The officers are gazetted into the Volunteer Force, and are permitted to attend schools of instruction, and each cadet battalion receives an annual allowance of ammunition. But the officers receive no outfit allowance, and the whole cost of working the battalion falls upon private subscription. Surprise, therefore, can hardly be felt on learning that "touting" for subscribers is occasionally practised, but it must be repeated that it is not desirable, and the necessity for it could be removed by the War Office, at a most trifling cost to the country.

Although church parade no longer counts as a drill towards efficiency, and the clause so ruling it is at least one improvement in the new regulations, nearly all Volunteer corps have continued to hold these annual parades, many of which took place in October. In some garrison towns it is the custom on at least one Sunday in the year to have a combined Church Parade, when the Regular troops of the garrison are joined by the Yeomanry and Volunteers for the purpose of attending Divine Service. On such an occasion last month, in a cathedral city in one of the Eastern Counties, the sergeant-major of the depôt, though a very smart soldier, conclusively proved that he had but a slight acquaintance with those differences of religious opinion which have so agitated the country in connection with the Education Bill. When the recruits in the barracks were being drawn up, as usual by far the larger number were nominally Church of England, and were to attend the combined parade at the cathedral. There were, however, a small number of Roman Catholics, and also of Presbyterians, and one recruit was observed by the sergeant-major standing away by himself. "Why don't you fall in?" asked the sergeant-major. The man replied, "Please, sir, I'm a Unitarian."

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"Silence!" answered the sergeant-major. "There *are* only three religions. Fall in at once with the Roman Catholics!"

The revival of a corps of Naval Volunteers has for a long time been urged. Some readers will recollect that there used to exist a corps of Royal Naval Artillery Volunteers, which had brigades at London, Liverpool, Bristol, and one or two other large seaport towns. This corps was disbanded about twelve years ago. Lately, however, there has apparently been a change in the opinion prevailing at the Admiralty. A committee has been sitting to consider the project, and has advised the re-establishment of Naval Volunteers, although it is believed that many of the details are still unsettled. But a number of leading yachtsmen who were identified with the former Naval Volunteers have been asked to compile a list of men who would be prepared to join the revived force. This points to the fact that the corps will really consist of Volunteer Bluejackets, and form a Volunteer Reserve for the Navy. At the time that the Royal Naval Artillery Volunteers were disbanded it was thought that their services might be acceptable to the Admiralty if they were organised and trained as Marines. Even to the Volunteer Bluejacket, however, it was found that the proposal to be changed into a sea-soldier was distasteful, and it is still feared that a Volunteer Marine force could not be made sufficiently popular. This must be regarded as unfortunate, as it has always appeared to us that it is more likely that fairly efficient Marines (both Royal Marine Artillery and Royal Marine Light Infantry) rather than sailors proper could be trained and produced under Volunteer conditions. Indeed, Captain Mackay, R.M.A., late Naval Intelligence Officer in the Mediterranean, drafted a scheme for the establishment of a corps of Volunteer Marines and submitted it to the authorities. There really seems no reason why the Royal Marine divisions should not have Volunteer battalions like Line regiments. The training of the Volunteers should comprise gun drill, rifle drill, pulling in a boat, knotting and splicing, and generally all the duties of the Royal Marine forces on board ship, including target practice on the rifle-range and from the gun batteries or gun-boats. Captain Mackay in his scheme proposed that service afloat should not be a necessary condition of efficiency, and reasonably laid down that the training should be so conducted as to interfere as little as possible with the ordinary occupation of the Volunteer. Altogether, the establishment of Volunteer Marines seems more suitable than that of Bluejackets. If, however, it is decided to revive the Royal Naval Volunteers, there is at least no reason why a corps of Volunteer Marines should not be raised in addition to, if not instead of, that organisation.

ON GUARD.

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THE MAIN GUARD.

Turning out for the officer of the day.

IT is the general idea with those who are desirous of joining a Volunteer corps that they are to get a large amount of fun by so doing. Their ideas, however, very soon alter after a couple of weeks in camp under canvas. In the first place there is the ordinary routine of drills and marches to be gone through, and, secondly, the more tedious duties, such as fatigue, picquet, guard, etc. When a Volunteer Brigade goes into camp, each regiment is required to find its own guard, that is to say, for guarding its own camp, and in addition to this, each in turn has to furnish a guard for protecting the Brigade officers' tents. These guards are termed main and quarter guards respectively. Although some people may be inclined to ridicule the idea of doing "sentry go" at a Volunteer camp as being a mere trifle compared to guard on active service, they would, we are inclined to think, very quickly alter their minds should they ever try it themselves. To have to sleep, as the guard do, with clothes and belts on is not comfortable, to say the least of it. Then, on taking up your post, you begin the weary pacing to and fro; not a sound to be heard, except, perhaps, the distant snore from an individual in one of the tents, who, if remonstrance is made in the morning, will tell you that it is caused through indigestion. People who are inclined to laugh at Volunteering should try it themselves, and they would soon see its seriousness.

A rather amusing story is told of a certain Volunteer corps while at camp recently. During the first nights of the camp several petty thefts had taken place, and orders were given for a special sentry to be placed at the rear of the camp. On the following night, therefore, the sergeant of the guard told off a sentry to this spot, and impressed upon him that on the first suspicious sign of any kind he should call out the guard. This sentry had only recently joined the corps, and this was his first year at camp and his first guard. Determined, therefore, to make a good impression, he started sturdily to pace to and fro, and the sergeant having returned to the guard tent, everything seemed all right. Shortly after, however, the sergeant was startled by hearing shouts of "Guard turn out," and, taking a couple of men with him, he went in the direction from which the shouts came. On reaching the spot he found the sentry in a great state of excitement, declaring that he had seen a man's face peering at him through the hedge. Search was made, but no trace of anyone could be found, and the sergeant, telling the sentry not to make such a fool of himself, went back to his tent.

In the morning it was discovered that an old cow was kept in the adjoining field, and also that there was a hole in the hedge, where the sentry supposed the face to have appeared. Doubtless the old cow, hearing the unusual sound of someone walking up and down in the middle of the night, had poked her head through the gap to see who it was, and thus was the cause of the sentry's fright. Needless to say, as soon as the story got circulated the young Volunteer was unmercifully chaffed.

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DRUMMER BOYS (AFRIDIS).
Punjabi Mahomedan.

OUR INDIAN EMPIRE.

A Running Record of Military Life and Incident in the "Shiny East."

By CAPTAIN OWEN WHEELER.

KHATTACK SEPOYS.
Pathans (Cis Frontier).

IT is not difficult to imagine the pleasant little thrill of excitement which ran through the Indian Army when it became known that Indian troops would be wanted for Somaliland. There is no question that the prospect of any sort of fighting would be immensely popular in India just now, and, although the Somali business, serious as it may be, is not likely to appease the hunger and thirst of the Indian Army in this direction, it may prove a welcome "snack." Enforced inaction during the South African War was a bitter trial to our native troops, and the China imbroglio, interesting as it was, was unsatisfactory even to a large proportion of the corps actually despatched on the expedition. Without going so far as to say that the Indian Army is spoiling for a fight, there is no sort of doubt that if a fight comes in its way it will jump at it, and experience keen enjoyment in carrying it to a workmanlike conclusion.

At the time of writing only a very small reinforcement has been accepted by the Foreign Office from the Indian Army. A detachment from the 1st Bombay Grenadiers at Aden was sent over promptly, and the 2nd Bombay Grenadiers was despatched from Mhow with 400 of the 23rd Bombay Rifles from Bombay, the 2nd Sikhs at Kohat being also warned for possible active service. To India such matters as these are purely trivial. With equal ease two or three brigades could have been sent, and, with very little more trouble, two or three divisions. They do not "think in squads" in a country which may at short notice have to deal with invading armies. I remember that once, at a critical moment of our relations with Russia, about twenty years ago, I was ordered, as an Attaché of the Intelligence Branch, to prepare the indents on the Commissariat Department for a little force which, it seemed possible, might have to be sent over the frontier in rather a hurry. It was a nice compact little force, and if it had been wanted it would have been ready, with plenty of good stuff left behind in case of accidents—merely ten divisions, aggregating about 110,000 fighting men. That was two decades back, and I suspect that Indian mobilisation tables to-day are still more comprehensive. At any rate the Indian Army would be only too pleased to tackle the "Mad Mullah" with, so to speak, one hand tied behind its back, even if he attains to the proportions which alarmists—of whom I am one—anticipate.

Certainly India does shine very brightly in the matter of expeditions overseas. Look at the Indian contingents for Egypt, South Africa, and China—could anything have been more brisk and businesslike than the way they were despatched? The reason is not far to seek. In the first place, the Indian Military authorities have always "in stock" thousands of troops of literally every size and sort, from a battalion of Gurkhas to a regiment of Dragoon Guards. They can lend the British Government guns which will breach a modern fortress, or which can be taken up the face of an average precipice. Secondly, almost every corps on the Indian establishment is in a state of wrought-iron efficiency. Thirdly, a force can be shipped with a full proportion of first-rate transport animals, and, if necessary, with a supplementary transport corps. Lastly, there are always in harbour, at any rate in Bombay, any number of vessels which can be promptly secured for the conveyance of troops, and no one living can teach the Quartermaster-General's Department at Bombay anything in the matter of embarkations that they have not known for years. It is a great and thrilling sight to see a great Empire getting to the business of war, as we did in the early days of the South African trouble, but for sheer workmanlike performance commend me to the spectacle of India lending a helping hand with a contingent wanted in a desperate hurry to repair Imperial blunders.

The 2nd (Prince of Wales's Own) Bombay Grenadiers was the first native corps I ever came in contact with. When I joined my own British regiment, it was stationed at Nusseerabad, and the 2nd (Prince of Wales's Own) Grenadiers were "alongside." It was, and doubtless is, considered a very swagger native infantry regiment, and it certainly presented a very fine appearance. If I remember rightly, the average height of the men was 5-ft. 10-in., which, I think, would compare pretty well with any Guards battalion. There is also great interest attached to the warning of the 2nd Sikhs to hold themselves in readiness for despatch, if necessary, to Somaliland. This splendid regiment distinguished itself greatly in Stewart's action at Ahmed Khel in the Afghan War, and was afterwards selected by Roberts to accompany him in his march from Cabul to Candahar. It was included, with the 72nd Highlanders and the 3rd Sikhs, in Baker's Brigade, and was advancing with the former at the battle of Candahar when the gallant Brownlow, who commanded the Highlanders, was killed. An eye-witness describes as "beautiful" the manner in which the brigade deployed, and the 72nd, on the left, and the 2nd Sikhs, on the right, led the attack. The 2nd Sikhs afterwards took part in the expedition against the Marris under the late Sir Charles Macgregor. It would probably be difficult to find a finer representative corps of native infantry, and it would have to be a singularly smart Somali ambush which would catch the 2nd Sikhs napping and unable to give a good deal more than they had got in the way of steady shooting.

I am afraid that the "beginning of the end" is indicated in the recent proposal of the Russian Government that direct relations should be established between Russia and Afghanistan with regard to frontier matters. The suggestion, of course, is that these relations would have no political character, but anyone who has studied Russian tactics in Asia knows well what reliance to place upon Russian undertakings of this sort. The present Russian occupation of Manchuria is not exactly reassuring as a specimen of Russian good faith, and it may be taken for granted that, if Russia once succeeded in getting the thin end of the wedge into Afghanistan, it would not be long before the political character of her relations with that country was very strongly marked indeed. Our Government has replied with studied caution to the Russian proposal, and intimates that it cannot take the latter into consideration until Russia defines more precisely what she wants, and how she expects to get what she wants without interfering with the present arrangement by which Afghanistan is outside the Russian sphere of influence. This, it is needless to say, is the more courteous preliminary to what may prove a very serious and, indeed, momentous diplomatic struggle, one the military interest and importance of which are strongly accentuated by contemporary happenings.

It is all very well to urge that nothing is easier for the British Government than to say that they will stand on their rights, and will continue to prevent Russia from having any dealings with Afghanistan on any pretext whatever. That was a very possible attitude in the days of Abdur Rahman, who not only saw that it was to his advantage to shut out the Muscovite, but who was undisputed master in his own house. Russia knew well enough that in his time such a proposal as she is making now would have been quite futile, because it would have been assured of a double, and, again, a combined rejection. But the present Ameer has not yet been tried as Abdur

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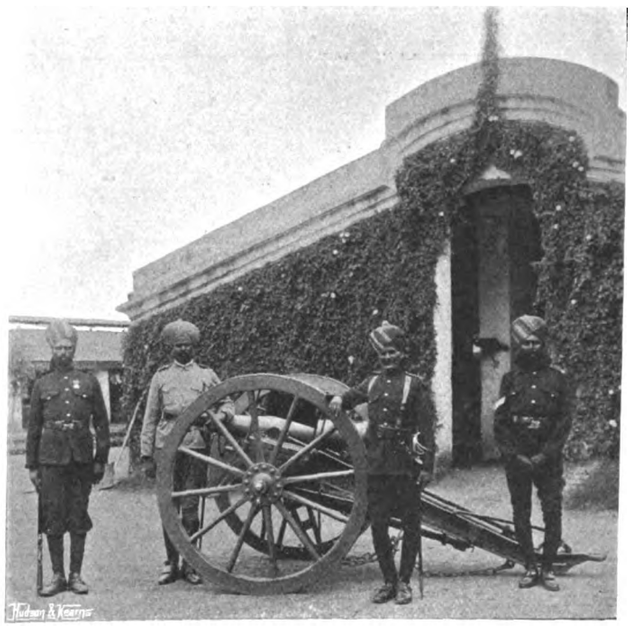
Rahman was, and it still remains to be seen whether he is able to assert himself half so strongly as his father did on one or two serious occasions. Unless he is absolutely lord of Afghanistan, a direct refusal on our part to allow Russia to have any sort of relations with his country can but pave the way to intrigue of the most dangerous description. Every man of influence in Afghanistan who is in any way "open to conviction" will have it whispered in his ear that England is selfishly shutting out the country's best friend, because she herself intends to bring in the railway and capture all the local trade. If necessary, the Ameer would be attacked by those in the closest touch with him, and a revolution might be fomented in which certain pretty well-understood ambitions would be carefully supported. That would mean the end of Afghanistan as an independent State, and the advancement of our frontier from its present strong line to one further north, which would entail many disadvantages besides that of making us actually conterminous with Russia.

If the Ameer would permit us we could easily make him so strong that his mastery of Afghanistan would be undisputed, and he could join us in presenting a firm front to the Colossus—octopus would, perhaps, be a more suitable term—of the North. No simpler means for attaining this end could, I think, be devised than that which I suggested the other day, namely, the loan to the Ameer of a few score of British officers to keep his troops up to the mark. They would carry their lives in their hands, of course, but British officers do not worry themselves about details of that sort. But they would also stiffen the Ameer's authority most effectually, if proper care were taken in announcing the *raison d'être* of their appointments, and any Afghan regiment that had had a British officer with it for six months would, I warrant, afford a Russian agent or spy poor harbourage. This would, I repeat, be a simple extension of the tribal-militia system to Afghanistan, and if the plan works in one case I do not see why it should not in the other.

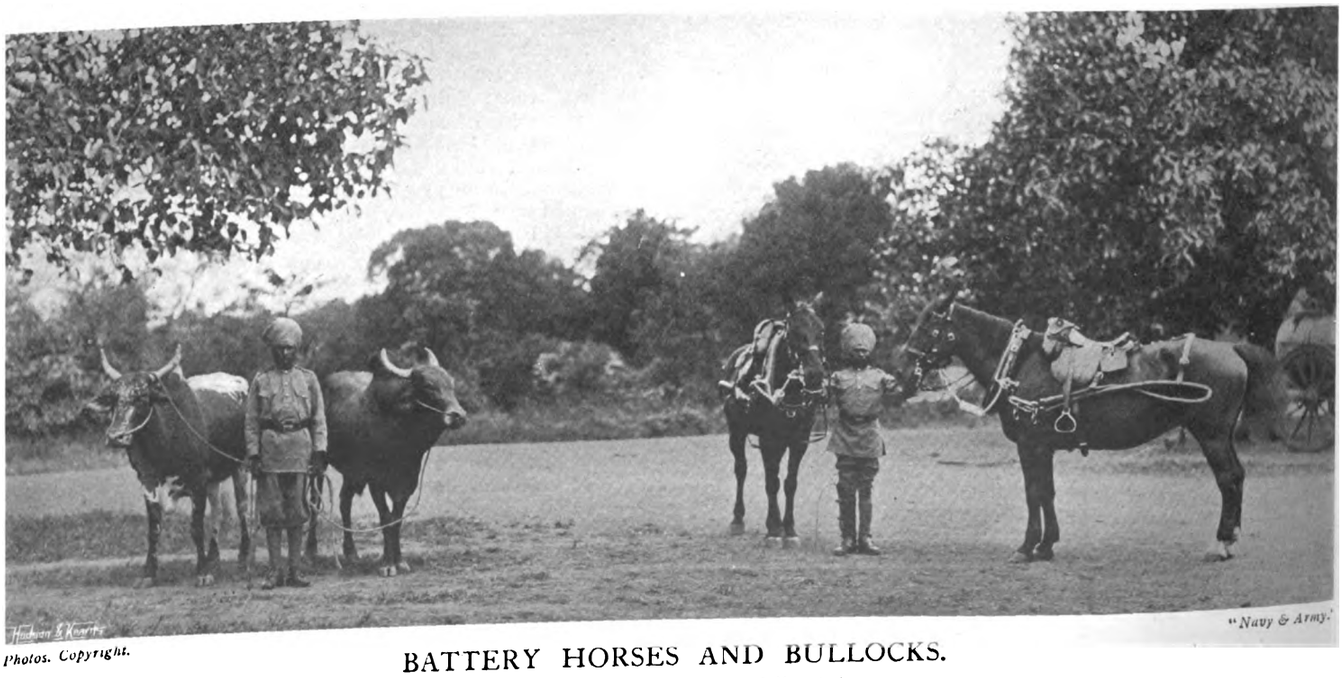
HYDERABAD CONTINGENT ARTILLERY.

THE Hyderabad Contingent Artillery is a very interesting relic of the past, and will no doubt, some day, be brought up to present requirements. The muzzle-loading guns and howitzers used by the four batteries comprising the Artillery of the Hyderabad Contingent are, as will be seen from our picture, of a very antiquated type. It will also be seen that these batteries follow old traditions in having the second line of waggons "horsed with bullocks," as Paddy O'Rafferty described it. The horses, though small, are of a good stamp, and have mostly an Arab strain. There are to be found some really first-class ones in the ranks. Half a glance at our pictures will show that the get-up is smart, that the men are well dressed and well turned out. All the batteries are well drilled and well looked after. The British officers are all from the Royal Field Artillery. The establishment is one captain and one subaltern per battery. In ordinary times two supernumerary subalterns are allowed, but the recent strain on the officers of the Royal Regiment has prevented the posting of supernumeraries for some time. No. 3 is the only battery without "honours," which is, of course, a matter of luck. No. 1 has "Mahidpoor," "Nowah," and "Central India." The two others have "Central India." The four batteries are linked together. They are stationed at Bolarum (Secunderabad), Aurangabad, Hingoli, and Ellichpur. The first three stations are in the dominions of His Highness the Nizam, while Ellichpur is in Berar. Bolarum is *the* station as far as social life goes, but the others have many advantages, as affording "shikar" and allowing of an economical life. The officers are seconded from the Royal Artillery for five years. They draw extra pay. Their loss in the regular acquisition of gunnery knowledge is partially compensated for by their practical acquisition of the native languages and of the knowledge of horse mastership, at first hand, while still young. It is a question whether it benefits a man most to learn under a good master or to learn for himself. Most young captains will think that they know as much as any major can teach them. They know a good lot, and it is no doubt a good experience for them to have a free hand. Many of the officers take every opportunity of keeping themselves up-to-date, both by reading and attending all modern artillery practice within their reach. Many of the best and most practical Artillerymen have put in a short time with the Artillery of the Hyderabad Contingent.



TYPES OF THE PERSONNEL.

Reading from left to right the names are: Mahomedan gunner, Jemadar Afzul Khan, Subadar Athbul Singh, and Mahomedan havildar.



Photos. Copyright.

BATTERY HORSES AND BULLOCKS.

A gun lead pair and a second line pair.

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MILITARY MOTORS AND LORRIES.

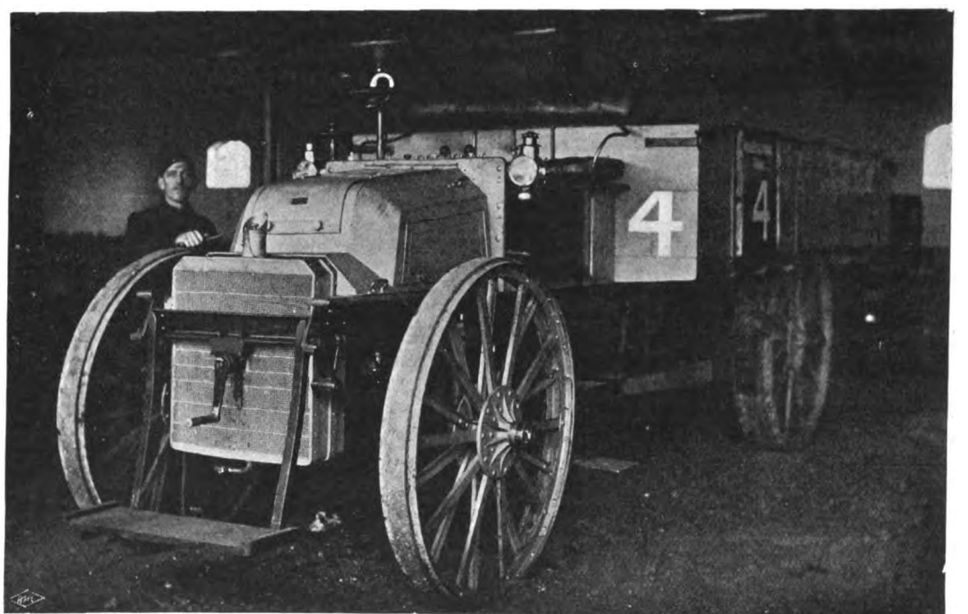
ON December 21, 1901, and January 4 of this year we gave an account of the military lorry trials in the neighbourhood of Aldershot, which resulted in a singularly interesting contest between several well-known makers of mechanical "tractors"—to use the convenient term in common use in France. Since then the subject of mechanical transport for military purposes has grown considerably in importance from the point of view of the intelligent public, as well as from that of the military expert. For, although the remount question is not primarily connected with transport, it, of course, indirectly affects it, and even the humblest taxpayer is interested in any process by which such frightful expenditure on indifferent horseflesh as characterised the late war is likely in future to be even partially reduced. So far as the Army is concerned, there is no sort of question that mechanical transport will constitute a most important feature in almost any sort of future campaign, and the authorities themselves are taking a decided lead in recognising this fact. Quite recently, for instance, sanction has been accorded for the formation of Mechanical Transport Companies in connection with the Army Service Corps, and it may be taken for granted that in the hands of that practical and business-like organisation the use of every sort of suitable automobile for military ends and aims will be taken into careful and expert consideration.

At present it would seem, without any disparagement of the excellent results hitherto achieved, as if we were only touching the fringe of a great subject. It is quite certain that the future of military automobilism is not to be measured by the success of the military lorry trials, any more than by the good work done by the "steam sappers" in South Africa. Without being at all unduly imaginative, it is possible to conceive a state of things in which mechanical transport in an average campaign will assume an importance scarcely inferior to that of the railway in civilised strategy. To realise this at all completely it is necessary, in the first instance, to comprehend the three distinctive headings under which the subject must come eventually to be distributed, and which may be roughly described as (1) flying motors, (2) lorries, and (3) heavy traction engines.

In the first direction we have not as yet gone far. The first use of a motor for military purposes was, we believe, in connection with the French manœuvres of three years ago, when the general in chief command used one of these vehicles for the purpose of keeping in touch with his widely-scattered forces. Only the other day we saw the Duke of Connaught using a motor up and down the route of the Coronation Procession for the purpose of seeing that all was in order. Still more recently there has been a movement in favour of organising a corps of private owners of auto-cars who would be willing to lend their services or machines or both in certain contingencies. Such indications are extremely promising, but it would be an obvious mistake to take them too seriously as yet. Much remains to be done before the military motor of the forty-miles-an-hour description comes to the culminating point of its utility. But, in the meantime, there are many directions in which properly-constructed auto-cars could be made extraordinarily useful for military purposes, more especially in connection with lines of communication and the swift reinforcement of outlying posts.

Of military lorries we have already said a good deal, in the articles previously quoted, and shall have a good deal more to say in the future. As has been explained, this type of vehicle is not intended for extremely rapid locomotion, nor for the transport of very heavy stores. But it occupies an extremely important position midway between what may be termed the flying motor and the "steam sapper." Its chief utility should consist in reducing the weight to be carried by the individual soldier to a minimum so as to enable him to come into action unencumbered and unfatigued. There is a great future before this class of vehicle for ambulance and other similar purposes.

THORNYCROFT'S MILITARY LORRY.
Specially designed for use in war.



Photos. Copyright. *Knight.*

THE MILNE FIVE-TON WAR LORRY.
Built on the Daimler principle throughout.

The big steam traction engine will always be useful for lugging heavy guns and waggons loaded with very solid stores along made roads or across fairly good country. But at present it can hardly compete in interest with the war lorry, if only for the reason that for some time to come the results attained in South Africa are not likely to be surpassed, while the military lorry is in the transition between successful experiment and practical achievement on a large scale.

Having in consideration the above facts, the Editor of NAVY AND ARMY ILLUSTRATED proposes to deal very fully, both pictorially and in the matter of letterpress, with all kinds of mechanical transport and carriages for military purposes, and cordially invites manufacturers and others to assist the writer to whom he has entrusted the treatment of this subject with pictures and information likely to interest readers at home and abroad.

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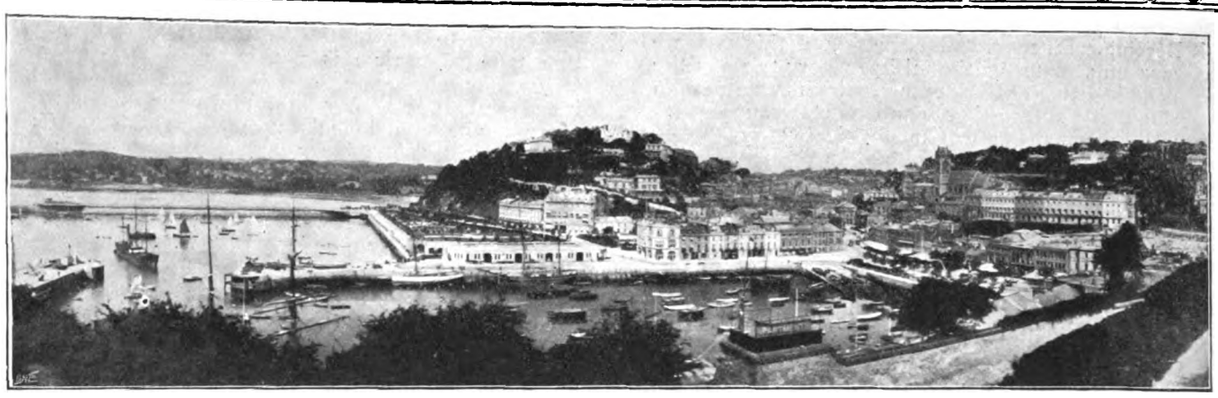


A GENERAL VIEW OF TORQUAY.

ROUND THE WORLD.

TORQUAY:

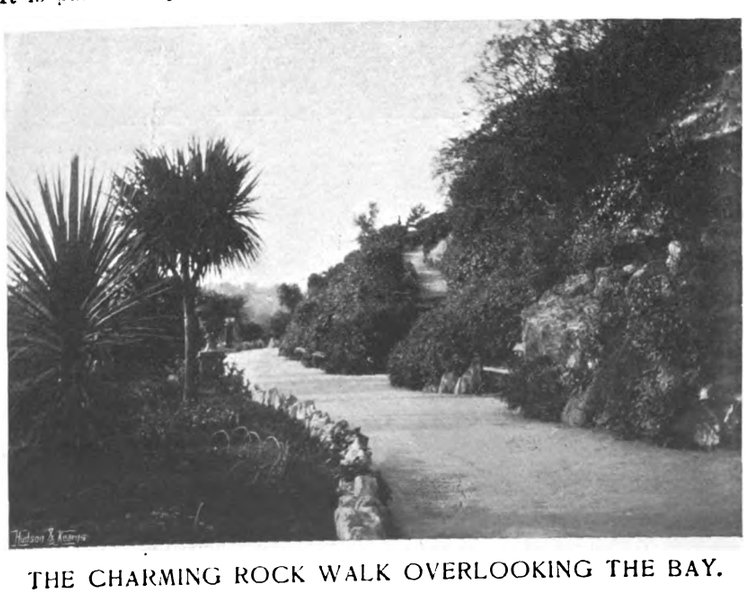
THE INVALID'S PARADISE.

I AM no longer sceptical of the mildness of the climate of Torquay, for only last week I saw there with my own eyes the most luscious of rich, red-ripe strawberries growing in a sheltered spot out in the open. It was, to say the least, a most refreshing sight, and only goes to prove that there are spots to be found even here in England, if we will take the trouble to find them out, which compare most favourably with many of the best along the French Riviera.

Happily I am not an invalid, nor do I find it necessary in my present state of health to pass the winter in any prescribed temperature; still, I was not slow to discover the numerous advantages which Torquay offers to all who are compelled to seek a mild winter climate. From the medical point of view Dr. S. Thomson, in his "Health Resorts of Great Britain," gives perhaps the most faithful description of this charming corner of dear old Devonshire. He writes thus: "No town can boast of a situation more favourable for the mildness of its climate than Torquay, which is placed between the river Dart on the one hand and the rivers Teign and Exe on the other. It is almost entirely free from fogs, and remarkably dry and warm. It is particularly well sheltered from north-east and north-west winds. The surrounding country, varied by wooded cliff and cultivated slopes, encompassing the beautiful bay, has been called the Garden of Devon, and presents the most charming variety of scenery. The multiformity of the coast is such that, even within the town itself, the medical adviser is enabled to choose different situations for his patients, according to the description of atmosphere which he thinks will be most beneficial to them; and it can be readily imagined how the warmth of the lower and more sheltered parts of the town may be favourable for one class of cases, while the stimulating breezes of the higher and more exposed parts may be required for others; hence there is no place in Great Britain which has a higher reputation for relieving the symptoms and prolonging the lives of patients suffering from consumption and chest ailments generally."

REMOVING THE BANANA PLANT TO ITS WINTER QUARTERS.

Torquay, while being essentially a veritable Invalid's Paradise, is at the same time as much resorted to by people of leisure, and especially officers and others returning from foreign service, to whom a mild climate is absolutely necessary. I must confess, however, that I saw very few of those to whom the term "invalid" could be applied, or else it was that I was unable to distinguish the one from the other. In many ways Torquay forms an ideal place of residence, and no one can have any conception of what a charming place it is until they have been there. Almost immediately you emerge from the railway station the most perfect of panoramas presents itself. The magnificent mile drive round the base of Waldon Hill to the Strand is simply superb. With the sparkling waters of Torbay on the one side of you, and the pretty rock walk and terraces, fringed with the most graceful of palms and rare exotics, on the other, you cannot fail to be impressed by the munificence of the enterprising Corporation with which Torquay is happily blessed.



THE CHARMING ROCK WALK OVERLOOKING THE BAY.

What, no doubt, will impress the visitor most are the charming rock walks, facing due south, with their sheltered seats and nooks, their wealth of lovely foliage, among which I noticed varieties of palms, fuchsias, myrtles, orange, aloe, hydrangea, and many other growths. And all these, and many other different kinds of tender plants, are able to survive the coldest seasons. The only plant which has to be removed during the winter is the banana, which may be seen in one of our pictures just before being taken up.

There are no end of lovely drives and walks, and for those who cycle Torquay may be said to

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be a splendid starting point for numerous excursions. The coaches continue to run daily, and by this means it is possible to visit the principal places of interest in the district. In the winter the theatre is undoubtedly one of the greatest attractions, and some really first-rate companies give very creditable reproductions of most of the latest London successes.

The drainage and sanitation of Torquay are beyond reproach; indeed, it is in a great measure due to these factors that Torquay has earned so high a name for itself among health resorts at the present day. Nothing that science, skill, and money can achieve has been left undone. The softness of the water makes it equally a luxury whether for internal or external uses. As a beverage, owing to its solvent powers, it is held to be one of the finest aids to digestion, while those who suffer from "roughness" or other skin troubles will find this water most soothing to them.

A CORNER OF THE HARBOUR.

There are several first-rate hotels, of which the best, however, are the Torbay Hotels. They are undoubtedly the most centrally situated, overlooking the Princess Gardens and with uninterrupted views of the bay, after which they are named. Protected by lofty hills from the north and east winds, the hotels are conveniently situated for both the fashionable shopping centres (the Strand being not more than three minutes' walk) as well as for the rock walks which have been formed on the slopes of Waldon Hill. Consisting of one hundred newly and handsomely furnished apartments, including a charming conservatory and lounge, the Torbay Hotels are unquestionably the most pleasant in Torquay.

THE STRAND: THE FASHIONABLE SHOPPING CENTRE.

A feature worth mentioning in connection with these hotels is the special provision made for the safety of guests in the event of a fire occurring, each floor having an exit of its own at the back of the building. The ventilation and sanitary arrangements have been recently completely overhauled and brought up to date, and a certificate to that effect is posted up to the full view of guests in the hall. These hotels are under the most able personal direction of Mr. John Leleu, who is also the managing director of the company owning them. The other hotels worthy of being mentioned are the Imperial, the Belgrave, and the Grand, recently opened.

Among the social attractions of the place, the charming Princess Gardens, to which, by the way, visitors staying at the Torbay Hotels are admitted free of charge, are a great attraction, while in the Princess Pier Concert Hall, adjoining the gardens, the Corporation provide a succession of musical attractions, which are generally much appreciated. For golf players there is an excellent nine-hole course at Babbacombe; chess players, too, will always meet with a welcome at the Torquay Chess Club, which meets two days a week. Some first-rate sport is to be had in the neighbourhood by those fond of fishing, either in lake or river, or in the sea. In the rivers Dart and Teign there is good trout, salmon, and peal fishing, while in the bay, or farther out to sea, pollack, bass, dabs, and mackerel are always ready for the hook. The chrysanthemum show held in the autumn is certainly one of the finest in England, and attracts growers and others who make chrysanthemum growing a hobby from all parts of the country. Owing to the extreme mildness of the climate, chrysanthemums, and in fact almost all flowers, seem to do remarkably well even out in the open.

"Salus et Felicitas" is the motto of Torquay, and a truer or more appropriate one it would be difficult to suggest.

QUERIES AND REPLIES.

BERLIN FOR A WINTER VISIT (CAPTAIN).—The winter would be a very good season to visit the German capital, and as you say you are particularly anxious to hear some good music, your wish will most assuredly be gratified, for there are a succession of concerts during the winter. In Berlin you will find some of the best hotels in the world, and the Bristol and Hotel du Rome, both on the Unter den Linden, are high-class and very comfortable. You will find the Wilhelmshof, in Wilhelmstrasse, also most comfortable and very convenient for getting about, which we should imagine in your case to be essential. Of course there are hundreds of first-rate *pensions*, at which the cost of living is considerably lessened. We can recommend the Pension Herzberg, 121B, Potsdamer Privatstrasse; the Pension Joachimsthal, 35, Potsdamer-strasse; also Frau Dr. Joseph's, 14, Potsdamer-strasse. With regard to the concert arrangements for the forthcoming season, if you apply at any of the concert agencies in Berlin, no doubt they will be able to give you full particulars.

FURNISHED FLATS IN NICE (WANDERER).—The cost of renting a furnished flat in Nice would be from £30 and upwards for the season of six months. Naturally the price of flats depends largely upon the situation and the number of rooms that would be wanted. However, since Nice has now such an excellent tram service, you would experience little or no inconvenience were you to reside somewhere in the outskirts of the town. Servants are not difficult to obtain. For five sous an hour you can obtain a *femme de ménage* who would find herself and sleep out. You could doubtless obtain the services of a young girl, who would sleep in, for about a sovereign a month. She would naturally be inexperienced and require a certain amount of teaching. As a matter of fact, the cost of living in a *pension* would be no greater than that of keeping a flat going, though in the latter case you would certainly be more independent and have more room.

TRAVELLING IN ALGIERS (M. J. W. W.).—So far as we know the best way of travelling from Algiers into Tangier is by train to Oran, thence by steamer. We should not recommend you to try the overland route unless you had an armed escort from the frontier of Morocco. Both the Continental and the Villa de France at Tangier are good hotels, the latter being in a more open situation and adjoining the British Legation. In winter you can always count upon meeting some of your own countrymen at either of the hotels named, while in Tangier itself there is a small English colony. The climate is very pleasant in winter—warm days with cool nights. The surroundings are, of course, very picturesque. You would have to make any excursions from Tangier either by horse or donkey; there are no driving roads to speak of. The steamers from Oran leave about once a fortnight, and belong to the Cie. de Navigation Mixte. Particulars of the boat service will be found in the "Indicateur des Chemins de Fer," which costs sixpence. No doubt any of Messrs. Cook's offices could furnish the necessary information.

WHERE TO WINTER AT HOME (INVALID).—If you follow the articles which we are now publishing under the heading "Round the World," they will, no doubt, assist you in making up your mind where to go. Last week we dealt with Bournemouth as a winter resort; this week you will find an article on Torquay, which should suit you in every way. The Torbay Hotels face the Princess Gardens, and are on level ground; there is no hill climbing required in reaching the hotels, which are about three-quarters of a mile from Torquay Station. A 'bus meets every incoming train. Cumper's Hotel, in connection with the Torbay, can also be well recommended as a quiet residential hotel. The suites of rooms are well furnished, and home-like in every way.

ROULETTE (OSTEND).—Yes, the rules are exactly the same as at Monte Carlo, with the same limits—6,000-fr. for roulette, and 12,000-fr. for trente-et-quarante. In order to be able to play you must join the Club Privé, which adjoins the Kursaal. It is better to write to the secretary stating your desire to join a few days before going to Ostend, by the time you get there you will find yourself elected. In addition to the really magnificent gaming rooms, you will find some English papers in the club. Play begins in the morning about 10 or so, and goes on until the early hours of the following day. In winter the rooms are open from 3 p.m. to 7 p.m., and 9 p.m. to midnight.

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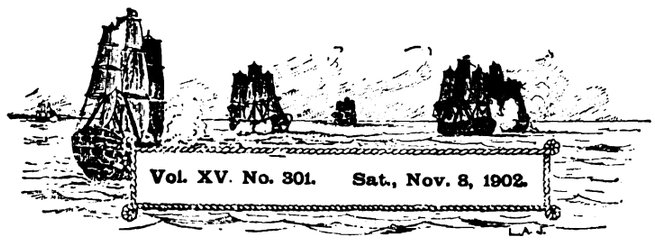

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MEMS. FOR NAVAL AND MILITARY MESSES.

THE committee of the Imperial Colonies Club is working with great energy to make the scheme a success. The second election of candidates for original membership took place at a meeting of the committee last week, and these elections will take place fortnightly from now until December 31. The club is founded on social and non-political lines, for the purpose of establishing a central and comfortable club in London for Colonials and Anglo-Indians resident or visiting in the United Kingdom. It was originally intended to limit the original members to 500, but applications have been so numerous that the committee have decided to increase the number to 1,000, upon the same terms and conditions. These original members will be admitted without entrance fee, and their annual subscription will never be increased. After the election of the first thousand an entrance fee of ten guineas will be charged to all new members.

The proprietary of this club are in treaty for premises of an exceptionally roomy and comfortable character, with ample bedroom accommodation, situated in the West End of London. These will be ready for occupation in December next. Meanwhile, the acting secretary, Mr. H. D. Barclay, will be very pleased to give any further particulars to intending members at the club offices, 53, Victoria Street, Westminster, S.W. The honorary vice-presidents of the club are Sir Edmund Barton (Australia), Sir Albert Hine (Natal), Sir Robert Bond (Newfoundland), Lord Brassey (Victoria), Sir J. Terence O'Brien (Newfoundland), Sir Horace Tozer (Queensland), Mr. Rodmond P. Roblin (Manitoba), Captain J. E. Bigham, R.N., and Mr. Joseph Beecham. Subscriptions are from £1 1s. for members abroad, £2 2s. for country members, and £4 4s. for those in town.

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A remarkable preparation made by the Metallic Paint Company, Limited, Bute Docks, Cardiff, is likely to be of use to many readers of NAVY AND ARMY ILLUSTRATED. It is a paint possessing a silvery gloss, specially adapted for metal-work and withstanding all extremes of heat and cold. It is an ideal paint for all yacht fittings, whilst it is most useful for garden seats, conservatories, etc., its silvery surface looking admirable against a green background. "Moreton's E. G. Solution" is the name of this very useful material, which is well worthy of a trial by all those who are the fortunate owners of yachts, or by the more ordinary possessors of gardens.

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The microbe has little chance nowadays. We are all far too busy in chasing him from his favourite haunts, and all sorts of antiseptic inventions have been the result of this great modern scare against him. Now our grandparents were quite convinced they had done all that was necessary when they had cleaned their teeth with some good powder. But in these days this is considered by no means sufficient, and fluids are regarded as the only form of antiseptic that is likely to be thoroughly clean in its results. There is a new liquid dentifrice known as "Odol," which is much recommended for this purpose. Its most important property is one which causes the liquid to be absorbed by the surface of the mucous membrane and in the hollows of the teeth, and it acts in such a manner that it protects healthy teeth, and prevents those that are not healthy from becoming any worse. Odol is sold in flasks of two sizes, and can be bought from any chemist, whilst in cases where there may be difficulty in procuring it, the proprietors, Odol Chemical Works, 26, Southwark Bridge Road, London, S.E., will forward a sample bottle in return for 1s. 6d. in stamps.

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Messrs. Cassell and Co. are now publishing a revised edition of their book, "The History of the Boer War," which appeals to all enthusiasts of the Empire who take an interest in its history, as well as to the general public. This publication is profusely illustrated with pictures from the actual field of operations, and should prove a valuable acquisition to one's library.

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Now that everyone is arranging his plans for the winter, it is as well to note that Messrs. Gaze and Sons have made the following important alterations in the services from London to the South, which come into operation on November 3. The 11 a.m. service from London will be in connection with a through Rapide train from the Nord Station in Paris direct to the Riviera, arriving at Marseilles 9.46 a.m., Cannes 1.43 p.m., Nice 2.26 p.m., and Mentone 3.36 p.m. next day. This train will have a first-class carriage and compartments of two and of three places of Lits-salon running through from Calais to the Riviera, as well as a sleeping-car from Paris (Nord); a dining-car is also attached to the train from the Nord to the Lyon Station in Paris. The companies have allowed an ample margin of time in Paris, so that there is little or no fear of the connection being missed. The train *de luxe*, consisting entirely of sleeping and dining cars, will run in connection with the 9 a.m. service from London on Mondays, Tuesdays, Thursdays, and Saturdays, leaving Calais at 1.5 p.m. and arriving at Marseilles 5.25 a.m., Nice 9 a.m., and Mentone 9.57 a.m. the following day. There will also be considerable alteration in the other trains on the Paris, Lyons, and Mediterranean line and through services, full particulars of which will be given in Gaze's "Continental Time Table" for November, now in the press.

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That very amusing comedy "The Marriage of Kitty," which has now been transferred from the Duke of York's to Wyndham's Theatre, owes not a little of its attractiveness to the charming way in which it is put upon the stage. Pretty stage scenes count for much with modern audiences, who have an eye for colour and a very considerable sense of the artistic. In this comedy there are opportunities not only for dainty but also for rich and substantial furniture, and both have been supplied in the most appropriate manner by Messrs. Oetzmann and Co., of 67-79, Hampstead Road, N.W., and of Grafton Street, Dublin, who have had much experience in this, as in every other, class of furniture. The solid comfort of Mr. John Traver's office in Lincoln's Inn, in which the action of the play commences, is in excellent contrast to the feminine luxury of the apartment in Lady Belsize's villa on the Lake of Geneva, in which the plot develops. The interest of any stage romance gains largely by the setting of the story being attractive and in harmony with the incidents and sentiments to be presented and expressed; and a modern audience invariably looks for this.

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THE
NAVY & ARMY
ILLUSTRATED.

VOL. XV.—No. 302] SATURDAY NOVEMBER 15th, 1902

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THE COLONEL OF THE "ROYALS."

The German Emperor is united by a fourfold tie to the Fighting Services of the British Empire. As the grandson of Queen Victoria, as an Admiral of the British Fleet, as a Field-Marshal of the British Army, and as Colonel of the Royal Dragoons, in the last of which capacities he has just paid us a memorable visit, he enjoys a personal popularity among seamen and soldiers which befits his many fine attributes as a Monarch and a man.

After a Painting by Arthur D. Ferraris.

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NAVY & ARMY ILLUSTRATED.
A PICTORIAL RECORD OF THE WORLD'S NEWS.
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HAVE WE A . . . POLICY OF DEFENCE?

AMID all the talk of slackness and inefficiency in the high places of Government, it is not often that a finger can be put upon a definite instance. There is generally some excuse to be offered, or some extenuating circumstance to consider, or some doubt as to direct responsibility. Seldom are we afforded a chance of pointing out, for all the world to see and understand, exactly what is meant by the complaint of unbusinesslike and unintelligent methods.

Well, the very important State-paper which was issued last week, containing the resolutions of the Colonial Conference, contains two examples of our muddle-headed manner of dealing with matters of moment, which are both in their way exceedingly instructive. One is an example of carelessness in a small thing—in the ordinary routine of a Government office. The other is a striking instance of the want of co-operation between the two great departments which are charged with looking after the defence of this country and the British Empire.

Take the small thing first. It is the matter of the index to the Blue Book. Here is a publication which is going all over the world. It is a studied declaration of British Imperial policy on many points—on nearly all the points affecting our advance towards closer unity. It will be kept in all the diplomatic archives of Europe, in every Colonial Minister's office, in the library of everyone who is interested in public events. And this document of world-wide significance is sent out with a faulty index. You look up some head of discussion, and find you are referred to page 35. You turn to page 35. Nothing at all about it! It is on page 36. And so on all through the book. Evidently an extra page was added somewhere after the index had been made up, and no one gave a thought to the necessary alteration. Now this is, as we have said, a small matter, but it is typical of the way in which the business of the nation is carried on by far too many of the carefully-chosen and highly-paid officials in Departments of State.

The other point is altogether on a different plane of importance. It betrays a want of organisation, a deliberate flouting of intelligence, that are positively dangerous to our position at home and abroad. We may seem to speak too strongly. This may sound like the language of inflated rhetoric, inspired by partisan feeling or exaggerated professional pride. But we do seriously put it to all who read these lines that the total divergence of view shown in the speeches to the Conference of the First Lord of the Admiralty and of the Secretary of State for War constitutes a national risk, and one which we ought, if we are awake to the urgency of the risk, to take into earnest consideration without delay.

Lord Selborne spoke sensibly, and with evidence that he has, at any rate, been well coached at the Admiralty, of the paramount necessity (1) that the British Fleet should be strong in numbers, well equipped, and manned by the best seamen we can get; (2) that it should be organised as a whole, and not in detachments, for the defence of particular portions of the Empire: therefore (3) that it should continue to be directed by one central authority; and (4) that the Navy must be looked upon as the Service which can save or sink us in our hour of need. All this was very sound. We have been preaching the same doctrine in these pages, year in year out, ever since NAVY AND ARMY ILLUSTRATED came into being. Sometimes we have felt that we might be thought to harp too much on one string; but we never allowed this feeling to interfere with what we believe to be the duty of any man and body of men who undertake to discuss Naval and Military affairs in public. The great thing is to get the public to realise, as clearly as they realise the process of the sun's rising and setting or the ordinary operation of cause and effect, that the Navy is our only line of defence in the event of an attack upon any point in the Empire. Unless we can command the sea and keep it open to our commerce, we in England would be at an enemy's mercy. Unless we can keep the oceans open for the passage of British troops (as we did during the late war) other nations could at their leisure eat up one by one all the outlying parts of King Edward's dominions. We may raise vast armies at home and in the colonies. We may introduce conscription and train every Briton above school age to carry arms. It would avail us nothing if we let our Navy come within the possibility of defeat.

After many years of patient reiteration of these plain facts the British public are beginning to grasp them, and to be prepared to act upon them. The *Times* has long given its support to this policy of defence, with only an occasional lapse into heretical error. The *Morning Post* backs it up with vigour. The *Standard* is sound. We are glad to see that the *Morning Advertiser* now strongly takes the correct line. And the *Daily Mail*, the special organ of the semi-educated who are most difficult to reach, is now hammering away on the right nail in its own effective style.

But what of our Minister for War? Does he draw up his plans to fall in with those of the Admiralty? Is he ready to second Lord Selborne's arguments to the Colonial Premiers, and to accept his place in a coherent scheme of National Defence? We only wish we could say "yes" to these questions. The answer is unfortunately "no." He still talks about the need for huge land forces to defend Great Britain; he still discusses the question of defence as if it were quite possible that the Navy might suffer defeat; he still shows that he has not the slightest conception of the problem he is paid to face and to solve. He has said in Parliament much the same things as he said to the Conference; but here set down in the Blue Book as a carefully considered exposure of policy, his words gain an importance which is not accorded to utterances in the heat of debate. What did the Colonial Premiers think of the amazing contradiction between the views of our Naval and Military Ministers? How do foreign Governments look upon it? What does Mr. Balfour, who made fun of the demand for an increase in the intellectual resources of the departments which are supposed to look after our safety—what does he, as Prime Minister, think of it? What, finally, does the nation think of it? Has it realised the import of this contradiction? Does it mean to shrug its shoulders and let things muddle on as before?

THE Double Christmas Number of NAVY AND ARMY ILLUSTRATED will be published on December 13 this year. There will be all the usual features, with the addition of special articles on the Coronation Durbar at Delhi, profusely illustrated with views of the town, and six short stories by well-known Naval and Military writers. The price will be as usual, 1s.

THE BATTLE OF SHIREHAMPTON.—It is necessary, doubtless, in arranging for these affairs to assume that one side is an invading force, but it would be as well to impress upon the schoolboys that such a force really represents our troops, while the defenders are in the position of Britain's imaginary foes. It is an axiom of military warfare that the best kind of defence is to be found in offence. With the Fleet to protect our shores and ensure safe passage to our Army across the seas, it is in a hostile country that our fighting should take place. It is on the enemy's hearthstone, not our own, we must be prepared to fight if we wish to adequately protect the homesteads of England.

THE excellent portrait of Lieutenant-General Sir R. Hume, which appeared as the frontispiece to NAVY AND ARMY ILLUSTRATED last week, was reproduced from a photograph by Messrs. Elliott and Fry, to whom the copyright belongs.

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THE GERMAN EMPEROR AT SHORNCLIFFE.

Photo. Copyright. Haines.

THE EMPEROR REVIEWS HIS BRITISH REGIMENT.

As Colonel of the Royal Dragoons the German Emperor made a most careful inspection of a singularly fine corps, and did not conceal his sincere appreciation of what he saw. Alike in smartness and efficiency the "Royals" are "bad to beat."

Photo. Copyright. Bassano.

LEAVING THE PARADE GROUND FOR THE MESS.

At the lunch after the Review graceful allusion was made to the splendid gift of the Emperor to the wives and children of men of the regiment who went to South Africa, a gift which His Imperial Majesty proceeded forthwith to increase.

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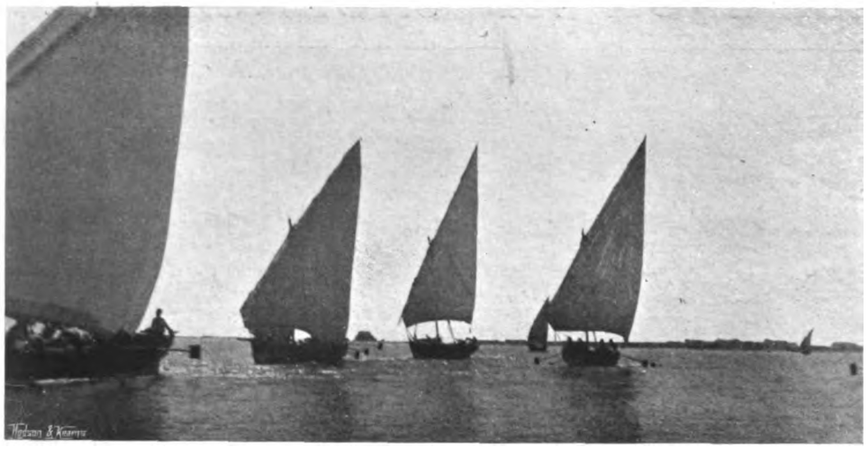

DHOWS COMING TO ZEILAH WITH CARGOES OF GOAT-SKINS.

A NATIVE ATTENDANT.

THE SOMALILAND TROUBLE.

SEVERAL developments have taken place in connection with the expedition against the Mullah, but the work of preparation is painfully slow, for which some excuse lies in the elaborate precautions that have to be taken for an advance in an almost waterless desert. Considerations of transport, in which arrangements for the carriage of water in large quantities have to be included, have led to a suggestion that the Indian reinforcements shall be most sparingly employed—if not altogether excluded—in the actual process of hunting out the Mullah, the idea being that they shall be used chiefly on the lines of communication. This is most regrettable, as it will be extremely tantalising to first-rate Indian regiments to be restricted to such uninteresting duties while the King's African Rifles and the Somali levies do the fighting. It is possible, however, that before the operations attain any set character this proposal will have to be considerably modified, and fuller advantage taken of the splendid discipline, steadiness, and fighting qualities of the Indian reinforcements.

According to the latest despatches at the time of writing, the new expedition will only consist of about 3,000 troops—other than those employed on lines of communication—and as the Somali levies formerly under Colonel Swayne's orders are apparently to be re-employed, this will only mean a supplement to the existing force of about 900 King's African Rifles. By many critics this reinforcement is considered wholly inadequate, although it is generally admitted that the movement of large columns is hardly practicable, owing to the difficulty of obtaining water. What would seem to be the real desideratum is, say, three columns, each containing at least 1,000 trained troops, with not more than 500 levies, who might be used chiefly for scouting purposes. In a book just published, by an officer of last year's expedition, Captain McNeill, D.S.O., great stress is laid upon the extreme excitability of the Somalis, and, in view of what happened at Erego, it seems distinctly risky to employ them again, except in conjunction with much larger bodies of trained and steady regular soldiers.

Colonel Swayne has been recalled to act temporarily as adviser to the Foreign Office, and the control of the arrangements in his absence has been handed over to Brigadier-General Manning. It is anticipated that a general advance will be made about the middle of December. In the meantime Berbera will, we may be sure, be the scene of very busy preparations. Among other arrivals in the near future will be the half-dozen Special Service Officers who left London a fortnight ago to join the expedition, and who have all seen service against African enemies. It is interesting to add that the 1st Bombay Grenadiers, who are taking part in the operations, are obtaining a valuable reinforcement in the person of another officer with a very distinguished African record, Lieutenant-Colonel C. J. Melliss, who has been recently employed under the Colonial Office in Nigeria, and who won the Victoria Cross in Sir James Willcocks's Ashanti Expedition.

An interesting suggestion in connection with the future operations is that a portion of the force should be landed on the eastern coast of Italian Somaliland—Illig is the point mentioned—and that this column should co-operate with that which will have its coast base at Berbera, and endeavour to catch the Mullah in what the Germans call the "tactical middle." There is no question that the plan offers certain advantages. The distance from Illig into the Haud where the Mullah has been lurking is much shorter than that from Berbera, and it might be possible to collect transport at two bases more easily than at one. But there is much to be said for the simplicity of a single base, and it must be remembered that even a complicated system of field telegraphs connecting both forces with their bases would fail to keep columns operating from Illig and Berbera in communication, as between the two latter there is no telegraphic link.

It can hardly be said that the present state of the preparations is at all satisfactory. By the time this is in print the situation may have undergone a change; but, even if it has, a disproportionate delay will have taken place in wiping out the memory of a serious blow to British prestige.

Photos. Copyright. "Navy & Army."

ON THE WAY UP COUNTRY.
Officers halting for a few minutes' rest.

"Navy & Army."

A FRESH START.
Column moving off again after breakfast.

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TO ADVANCE NAVAL EFFICIENCY.

THE OFFICERS OF THE DRILL-SHIP "ANDROMACHE" AT NORTH SHIELDS.

Reading from left to right the names are—Back row: Engineer E. Stocker, Gunner J. F. L. King (lately died since photograph was taken), Lieut. A. P. Savill, Lieut. O. T. Hodgson, Artificer-Engineer E. P. M. Baker, and Acting Gunner F. L. Crocombe (T.). Second row: Chief Engineer W. H. Meadus, Staff-Paymaster C. B Dawes, Lieut. P. B. Garrett (R.), Com. F. A. R. Bowles, Lieut. K. H. Keate, and Staff-Surgeon J. Jenkins. Front row: Carpenter P. H. Lillicrap, R.N., and Gunner R. Hawkes (T.).

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Russell, Southsea.

THE OFFICERS OF THE "APOLLO," DRILL-SHIP AT SOUTHAMPTON.

Reading from left to right the names are—Back row: Gunner A. Harrington (T.), Artificer-Engineer T. A Moore, Lieut. G. Hand, Engineer F. Marshall, Carpenter F. T. Williams, Lieut. H. Wakefield, and Acting Lieut. S. A. Pidgeon, R.N.R. Second row: Lieut. W. J. Fraser, Paymaster C. J. Ferguson, Chief Engineer E. H. Ellis, Comm. R. P. Cochran, Lieut. John Marshall, and Surgeon E. A. Shaw. Front row: Lieut. J. Pearson, R.N.R., and Gunner G. Sparkes.

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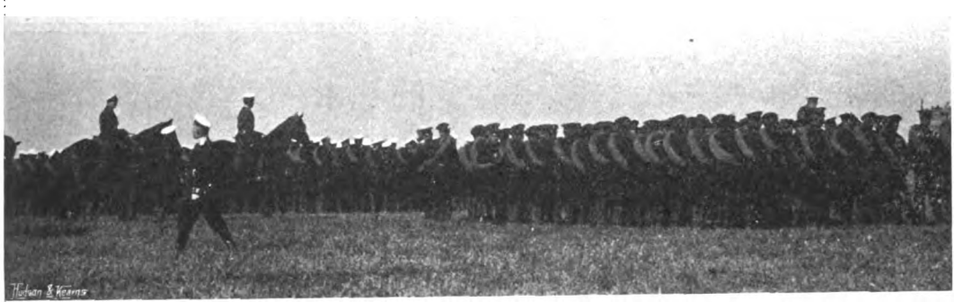
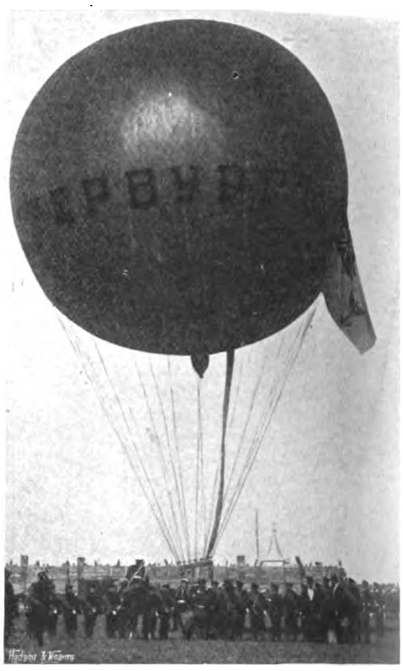


A CHANGE OF FRONT.



AERIAL RECONNAISSANCE.

RUSSIAN MILITARY MANŒUVRES.

A GOOD deal of misconception still exists in this country as to the Army of the Great White Czar. There are yet quarters in which that tremendous machine is dimly imagined to consist for the most part of hairy and unkempt foot soldiers banded loosely together in vaguely disciplined hordes, and of still rougher and more irregular Cossacks bristling with obsolete weapons, and with assorted loot, chiefly in the way of poultry dangling from their saddles. Of course, no one who knows these things has any such foolish fancies, and those who read their NAVY AND ARMY ILLUSTRATED week by week are well aware that the Russian Army, in other matters besides big battalions, affords a very serious example of studied efficiency and up-to-date appreciation of scientific warfare.

Our pictures show that the motor and the balloon had their place at the last Russian Manœuvres, and it will be very generally remarked that for a Minister of Communications a swift motor seems an ideal means of covering the ground. We may hazard a conjecture that Prince Hilkoff in the course of his peregrinations was not much troubled by "Surreyism," in the shape of obdurate magistrates. The balloon, it is comforting to observe, is evidently a captive one, and not a "navigable," and we may still hope that Mr. Spencer will have built the British Army one of the latter type before the Russians can put a practical pattern into the clouds.

SUITABLY MOUNTED.

Prince Hilkoff, Minister of Communications, on his motor.

The picture of the Czar inspecting the troops recalls the passionate devotion of the great body of Russian soldiery to their autocratic ruler. The present Czar is not such a commanding figure personally as his father, but it is safe to say that he has at least the same grip on the affections of his colossal Army.

From some standpoints it may be urged that the Russian Manœuvres are of more interest to us than any other similar operations on the Continent. But, happily, there is no present need to regard them in any spirit but that of appreciation of such an imposing exhibition of military strength.

Photos. Copyright. Bolak.

THE CZAR INSPECTS HIS TROOPS.

Attended by the Governor-General of Moscow, Prince Alexandrovitch, and other Staff officers.

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A BLUEJACKET IN SILVER.

This charming little statuette has been made as a challenge trophy for the Officers' Race at the Annual Squadron Regatta. The figure, which was subscribed for by the captain and officers of the "Royal Sovereign," was produced by Messrs. Elkington and Co., Regent Street.

A TORPEDO-BOAT DESTROYER IN HEAVY WEATHER.

THE SEA-POWER OF THE NATIONS.

A Record of Policy and Progress from Week to Week.

By JOHN LEYLAND.

WE have lately heard a good deal of political alliances between maritime Powers, and I have been impressed by a remark recently made in an article in the *Moniteur de la Flotte* by M. Pierreval, which has much Naval significance, being, indeed, quite in touch with times which are greatly occupied in a consideration of such questions. He says that France, which has fought throughout her history for so many liberties, finds herself to-day the guardian of the freedom of the seas. If the French Navy should disappear, there would be no bounds to British supremacy. M. Pierreval is a philosophical thinker, discussing the Naval situation, and he frankly admits that command of the sea is for Great Britain a strict law of self-preservation, and does not deny reasonableness to the occasionally alarmist utterances of the Navy League and of some organs of the Press. But, while with perfect frankness he recognises all this, he has in his mind what he describes as the long intimidation which we have exercised over the whole civilised world by means of our sea-power. It is an old idea, often expressed with exasperation in the Great War by those who found our Fleet an invulnerable barrier to their designs. There is much truth in what M. Pierreval says, and we cannot too much lay certain of his points to heart. Naval supremacy is the law of our existence as a nation and an empire, and to secure such supremacy no sacrifice can be too great. It is the medium, if the expression may be pardoned, through which we breathe. It is not enough for us to have supremacy here or there. We could not be content to see the Mediterranean divided, as was recently suggested in the *Daily News*, into two lakes—a Russo-German and a Latin—ourselves "closing the bottle" by fortifying Suez. We must be able to exert our power wherever it may be required, whether it be in the Channel, at the exit from the Mediterranean, or along the extended lines of communication with South Africa or other Colonies.

Perhaps we ought not to marvel that some feeling of resentment should be felt against a Power which thus, even out of necessity, exerts a certain pressure throughout the world, or even, as the writer I have quoted suggests, if our power, by its very existence, should incite lesser States to group themselves, in order to feel a guarantee of reciprocal development and the achievement of national designs. There is, however, no solid ground for suspicion of our purposes. Let it not be thought that they are in any wise aggressive. It would be easy to show that our strength has been exerted for the good of the world at large, that it has been the gauge of the freedom of States, and that it is now the greatest determining factor in the maintenance of peace. The Japanese had no doubt of our beneficent influence in the Far East. The people of the United States have recognised no danger, but rather an advantage, in our Naval supremacy, and the nations of the world generally know well that it can never be exercised to their detriment. It is only when we look at the Great Powers of Europe that we find expressed that attitude of suspicion to which M. Pierreval gives utterance when he speaks of our intimidation of others.

His purpose is to discuss the question of alliances, which are certainly very much the order of the day. As all the world is aware, Germany is credited with the intention of trying to entangle us in some form of alliance, or at any rate to make the rest of the world think that we are so entangled, so as to compromise our relations with other Powers; and so experienced a diplomatist as Sir Horace Rumbold has very wisely warned us against being drawn into the Teutonic orbit. M. Pierreval is right in insisting upon the theory of alliances being subject to the law of equilibrium, requiring the concomitance of various forces, such as financial vitality, commercial activity, industrial production, Naval and Military strength, and even the reserve of intellectual force in the nations; but his real point is that if the fleets of different Powers be placed, as it were, upon a map for study, there would be seen a grouping of forces which, by a single action, might overthrow the world. The latter suggestion probably requires to be qualified; but the idea is interesting as leading to the notion of a Naval equilibrium through alliances. It may be doubted whether the policy upon which we have entered of making our Navy equal to a specified grouping of Powers can actually bring us, as is suggested, to certain ruin in face of the growing strength of Powers like Russia and Germany, but it is quite certain that without such a Naval policy ruin would be inevitable.

It must be for the Government to direct the course of the ship of State, but we may all hope that it will not be steered into the shoaling waters of European alliances. We have ever maintained a correct and friendly attitude in regard to Continental nations, and there exists no reason for change. In the Far East we have our reasonable and wholly satisfactory alliance with Japan. In Europe there is no Power that can lend us aid. If further assistance be needed, we must turn to our kinsmen across the Atlantic. But, in truth, the only sound policy is that we should trust to ourselves. There is some danger even in suggesting an alliance, because those are among us who would catch at the idea of reducing expenditure on the plea of International amity. There is obviously but one course. If we are to maintain our shores inviolate, if we are to protect our commerce upon the high seas, and if we are to defend those Colonies which we have learned to value, there is no other means than the possession of such a Navy as that upon which M. Pierreval bases his plea. He is friendly and philosophical, but would like to see such a grouping of force as would neutralise our efforts. It may yet become a subject of consideration with us whether that standard of strength which we have adopted is sufficient in the fresh conditions which have arisen. There certainly could be no reason in relaxing our effort towards the maintenance of the standard which we have adopted. The subtle temptation of alliances with other Powers must not draw us from the path of progress. These are considerations

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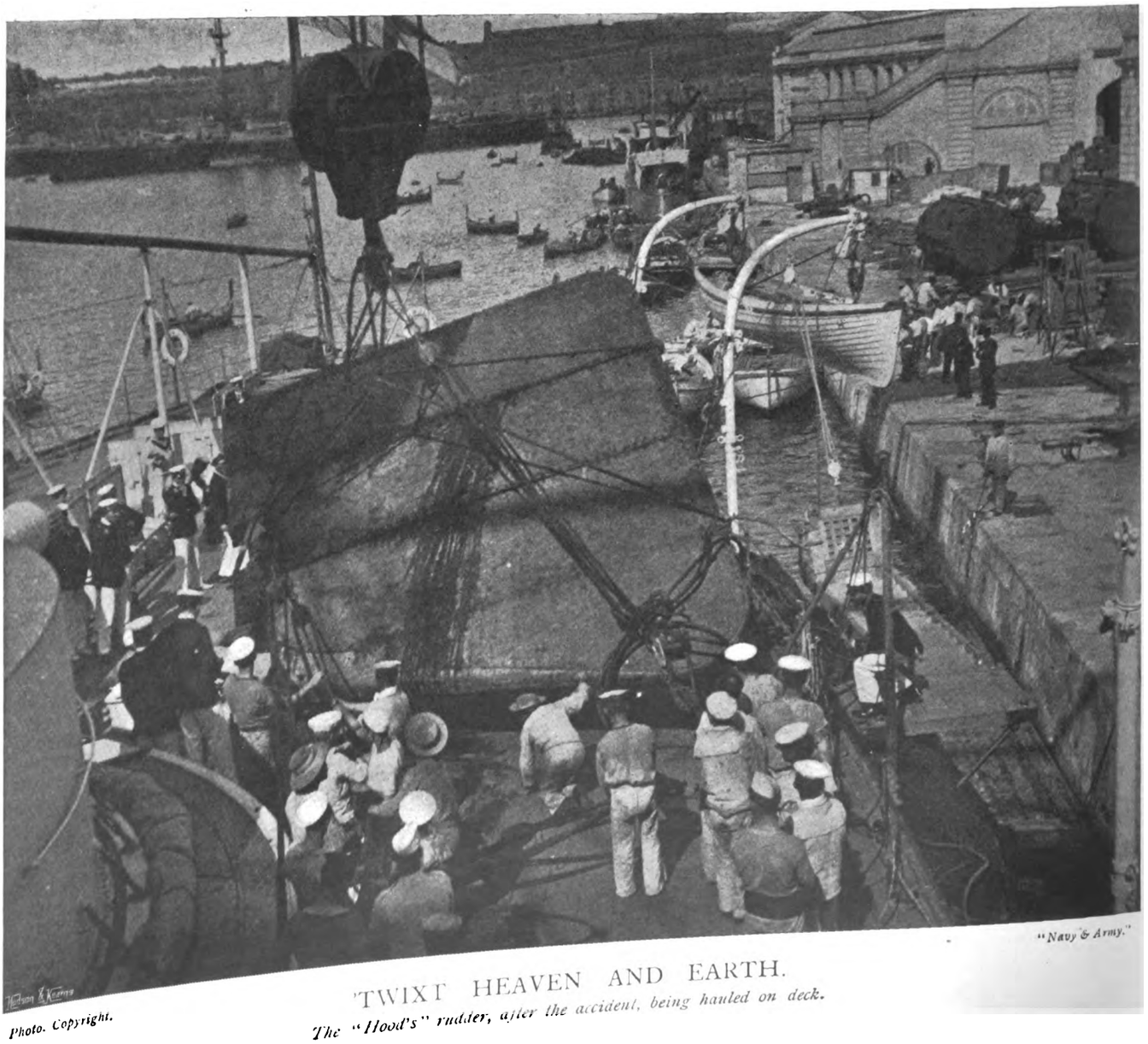
that concern the Government and the people. The Admiralty will not be affected by them, unless the State should take the false step which Sir Horace Rumbold apprehends.

I am tempted, in conclusion, to suggest that if confidence be placed in the present Board of Admiralty, we shall have no occasion for alliances, provided the country continues to be unstinted in its sacrifices. The Admiralty truly deserves our confidence. A legacy of measures well prepared came to the present Board from its predecessor, but a great deal has since been achieved. We are stronger now in the Mediterranean than ever before. The Cruiser Squadron has become a strong and effective force, and the Home Squadron is now growing enormously in value, and assuming a greater position in our plans of Naval defence. There has been created a Fleet Reserve, and it would be possible to go on indicating the details of various steps which show how well the necessities have been grasped. At this present time, as I have before indicated, measures are in hand which are intended to set upon a new footing the education, training, and position of the officers of the Fleet. Better things could not be, and so long as such policy is pursued and its purposes in various directions of efficiency and completeness be achieved, there will be no necessity to seek alliances with Naval Powers outside the special domain of the Far East. Let writers of the school of M. Pierreval be consoled. So long as the British and French Navies exist and are maintained there will be little peril for the peace of Europe. He is apprehensive lest some sudden outburst should upset the calculations of diplomacy, and place the whole world upon some new basis, through the effect of a single Naval blow. Such things do not happen. The influence of fleets is generally silent, and the stronger they grow, the less likely, perhaps, are they to be used in war. They partake more of the character of the buckler than of the sword, and are an abiding protection of national interests, which develop in the safe-guarding influence they establish and maintain. This is the reasonable way in which to regard our Naval strength. Lord Selborne, before the Colonial Conference, spoke of the Fleet as intended for attack. He had, of course, in his mind the axiom that offence is a leading factor in Naval defence.

A CLEVER PIECE OF SEAMANSHIP.

TO seamen of the good old days of hemp and canvas the adventures of the "Hood" on her journey home from the Mediterranean will be strangely reminiscent of the venturous journey of the "Pique" in the thirties. This vessel, then commanded by Captain Rous, stranded—the exact year was 1835—off the coast of Labrador, and when, after endless trouble, she was refloated, it was found that her rudder was hopelessly damaged. Not a whit dismayed, her gallant captain brought the vessel safely home across the Atlantic.

It was during the recent Mediterranean Manœuvres that Captain Lowry found himself too close to the ship next ahead of the "Hood," and in going astern to clear, the vessel grounded, and smashed her rudder-post badly. She made her way to Malta, where the damage sustained was found to be of such a nature that it was determined that it could be more expeditiously and economically repaired in one of the public establishments in England, instead of being undertaken at that yard, and the vessel was accordingly ordered home. The risk attending such a voyage without a rudder is naturally considerable, but fortunately the weather held fine the greater part of the time, and accompanied first by the "Aboukir" to Gibraltar, and thence by the "Sutlej" to Devonport, the "Hood" made a good passage of 2,800 miles at an average speed of from 12 knots to 13 knots, steering by means of her screws. The greatest credit is due to Captain Lowry, the officers, and men of the vessel for the smart and seamanlike manner in which she was brought home.



'TWIXT HEAVEN AND EARTH.

The "Hood's" rudder, after the accident, being hauled on deck.

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ROUND THE MILITARY CLUBS.

What Soldiers are Thinking, Saying & Doing.

By RANGE-FINDER

HEADS AND POSTS.

IT is a curious circumstance that it should remain to Lord Rosebery to voice in public the opinion which was given prominence in this column as far back as June last year. Of course, I refer to his speech of November 1 delivered in Edinburgh, in which he suggested that Lord Kitchener should have been appointed Secretary of State for War. This is exactly what I had advocated myself, only I had, perhaps, put it a little less directly. It was suggested that we had given the civilian control of the War Office a fair trial, and had found that it failed, therefore it would be worth the experiment to give the Army a chance, as the man was to hand, and Lord Kitchener was proposed much in the same terms as have now been suggested by Lord Rosebery at Edinburgh. It is not my intention here to go into the merits or demerits of such an appointment as Lord Rosebery would have the Government make; such a discussion will come when the appointment is more of a reality than the chance weapon in an Opposition speech. But it may interest my readers to know that this suggestion is not altogether an Opposition idea—it is not a sudden gleam of intelligence upon the field of party strife. Lord Kitchener was sounded on the subject at the very time that I made mention of the suggestion in a previous article, and, according to my information, would have nothing to do with the suggestion until he had made himself *au fait* with the Army of Hindustan. Apparently he was not fascinated by the prospect of a situation in which he stood about an even chance of losing the reputation which he had made. It should be borne in mind that Lord Kitchener is a very simple man; in fact, beyond his own subject, which is modern military methods of campaign conducting, he is not a widely-informed man; some have gone so far as to say that he is an uneducated man, but I am not so bold as to suggest that any Sapper could be uneducated. You must take the expression metaphorically, deducing the meaning that he is not versed in all the cosmopolitical claptrap which appears essential to success as a preferred puppet to a prosperous and potential political party. You might almost say that Lord Kitchener is not educated even in his own profession; he is a mere child in matters of military history and the theories of strategy which so-called thinking soldiers have deduced. Consequently, one can understand that he is shy of seeking success in a field so full of petty pitfalls as a Parliamentary session.

I have, from time to time, told certain stories about Lord Kitchener; I believe that I explained how the young mapping and topographical expert from Syria was nearly prevented from joining Sir Evelyn Wood's Egyptian Army by his indifferent horsemanship. But, in spite of the fact that he was at that period an indifferent horseman, young Kitchener had developed somewhat of the Irish temperament with regard to horses, and, when in Syria, or Palestine, he discovered a sheikh with a smart pony. The sheikh did not want to part with his pony, but Kitchener succeeded in wheedling it out of him on racing terms, and in these circumstances raced it with some success. His connection with the Turf, however, was not sufficiently long and varied to put him in full possession of that experience which might have been so useful to him as a Cabinet Minister, although he may have acquired something of a similar slimness in his diplomatic dealings with the Boers.

One cannot pass the proposal of a Boer commando to volunteer for service in Somaliland without comment. If it is a *bonâ-fide* offer, it is one of the best signs for the future that has yet appeared upon the political horizon in South Africa; and the acceptance of the offer of aid from such a contingent would go far to counteract the annoyance and disgust which have been felt, owing to the action of the late Boer leaders, both in this country and on the Continent. The spectacle of De Wet and Delarey sitting covered while they viewed the passing of the King and Queen, is to me full of significance. This comes of treating with uneducated, low-born members of a community. Botha would appear to be an altogether more chivalrous man. But this is a digression. Although the employment of a contingent of burghers might be a political move of strong significance, I am inclined to think that it would have its drawbacks as a military expedient. It does not follow that, because the burgher showed himself a stout enemy in South Africa, he will furnish a good British soldier in the North when called upon to face fierce spearmen who in the dense bush charge up to close quarters. It is his want of discipline that one is somewhat afraid of. Not only would it be injurious to the burghers' corps itself, but might be prone to set an example of laxity to the units with which it was co-operating—a condition of affairs of which we have tried the experiment in South Africa with not very great success. The Colonial in his own estimation may have won the war for us, but his laxity in military morals, I regret to say, has set an example to the British Army which it will be difficult for some units to live down. The state of affairs in Johannesburg, I believe, is still as bad as ever. I was only talking to an officer this week who has just returned from the Gold Reef City. He said that he was going to the theatre with some brother officers, when a man came up to him and tapped him on the shoulder: "Have you gentlemen hired a cab to take you back from the theatre to your hotel?" Surprised, they answered in the negative. "Well, gentlemen, may I advise you to do so, otherwise you will run a very good chance of being 'sandbagged'!" The man was a member of the detective force, and was specially told off to warn officers visiting the hotels in Johannesburg. When asked who were responsible for these outrages, the man's laconic reply was "Disbanded Colonials." It is only right that this should be known in England and the Empire.

Immense dissatisfaction is being felt over the latest Honours List, and one could not go into any of the clubs on the Saturday and Sunday after the publication without hearing a wail of complaint from soldiers on every side. The elevation of certain Generals for so-called distinguished service in the field does not meet with the approval of professional men. This is serious, because, if the right men are not being advanced, it may, as my last week's notes would suggest, mean national disaster in the near future. Also it is very obvious that cavalry colonels are not in favour with the man who has possession of the honour box. We could name half-a-dozen brilliant cavalry leaders who find no mention in this, we presume, final list. But it is a threadbare subject, this of "honours" military or civil, and I suppose that all "honours" lists have been subject to similar fluctuation in the favour market. This being the case, one can only regret that they are so long.

The appointment of General Oliphant to the command of the Brigade of Guards, which appointment will become vacant on January 1 next year, came as a great surprise. It was a foregone conclusion that this coveted command would go to Major-General Sir Reginald Pole-Carew, who so distinguished himself both in command of the Brigade of Guards and in command of the 11th Division in the South African War. But it was not to be, and a curious story is slowly promulgating with regard to the failure of Sir Reginald to secure the prize, a story which would tend to show that there is something in the nature of conditions attached to certain appointments.

I am frequently called over the coals because it is said that I have nothing good to say in these notes, and so much which I am pleased to criticise. I can only express my regret if this is so, but I think that the majority of soldiers will agree with me that up to the present I have only been drawing from the largest

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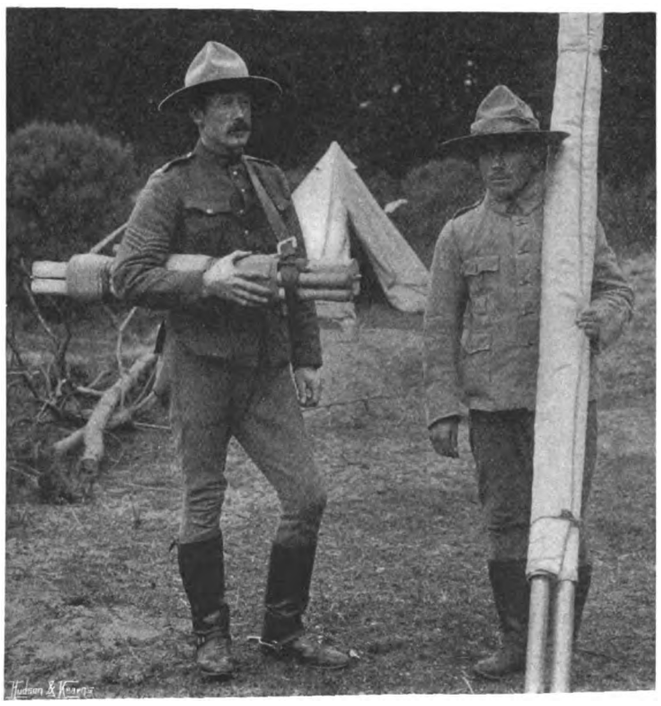
heap. When matters change front generally I will become less of a dissatisfied critic. But I appeal to the regimental officer for support in the following matter. I have seen it in black and white that every soldier in future that has "three" entries upon the defaulters' sheet for insobriety is to be discharged from the Service with ignominy. Has ever so futile and childish an order been framed? What does it mean? It means the destruction of the Reserve with one stroke of the pen. The men will at once see a way by which they can obviate their service in the Reserve. Just before the end of their Colour service they will get the three entries and be quit of all obligations of military service for ever. Of course the order has been issued in all good faith, in the hope that the exclusion of bad characters may elevate the Army and make more attractive the conditions of service. But why try to elevate the Service at the cost of the Reserve? And it is a moot point whether a soldier, as a soldier, is any the worse man because he has been intoxicated three times.

A UNIQUE AMBULANCE STRETCHER.

THE lessons of the South African War have been very numerous, more numerous, perhaps, than important, yet it cannot be denied that some very considerable improvements are necessary in the equipment of certain branches of our Army. One lesson that has gone home with a good deal of force is that of mobility. It has been proved that mobility is essential to success, and therefore any improvement that tends to increase the mobility of a force in the field should receive the favourable attention of the War Office. With respect to ambulance work and stretcher-bearers on the field, a very useful and unique invention is that of Surgeon-Captain P. C. Fenwick of the New Zealand Medical Service. Dr. Fenwick, who did some valuable service in South Africa with the second New Zealand Contingent, and who at a later date was in charge of the military hospital at East London, although thoroughly appreciating the work done by the various bearer companies, was struck with the necessity for an ambulance stretcher that could be used by mounted men. He saw that the stretchers at present in use were out of the question for this purpose, and therefore conceived the idea of one that could be folded up into comparatively small dimensions. Acting on this idea, he invented a stretcher which when extended to its full length is 7-ft. long, but which can be easily and simply folded up into the much more convenient and easily manipulated size of 3-ft. 6-in. It is so arranged that a mounted man can carry it with ease in an ordinary carbine bucket, the top being fastened by a loose strap, which can be quickly undone.

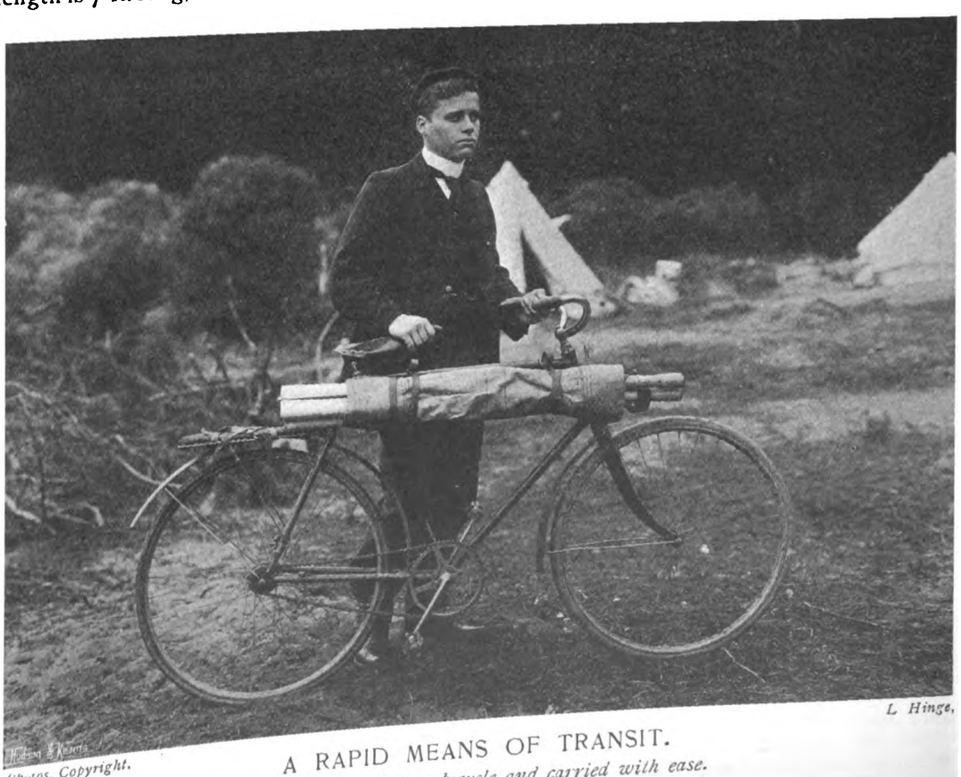


A NOVEL STRETCHER.
Showing how it can be carried on foot.

In order to put the efficacy of his invention to the test, Dr. Fenwick arranged for a trial of it to take place at the Bottle Lake Hospital, Christchurch, N.Z., when everything that he had claimed for it was satisfactorily proved. The trials consisted of a series of galloping, cantering, and trotting tests from place to place where a wounded man was supposed to be lying. In every case the trials were successful, demonstrating that a great saving of time can be effected by this invention.

Lieut. Wray of the ninth New Zealand Contingent acted as umpire and took the times of the various tests. The quickest time recorded from the instant of the horse stopping until the stretcher had been taken off and unfolded, and the wounded man had been placed on it for removal, was 32-sec., and the quickest time for folding, packing, and replacing the stretcher on the horse all ready for a fresh start was 40-sec. These successful trials should recommend the new stretcher's utility as a mobile means of removing wounded men from the field and out of the zone of fire. What terrible anxieties a wounded soldier must feel who is struck down, and who even if cover is available is helpless to reach it, and who has to lie where he is, with the bullets flying around him, and with the fear of another shot striking him as he lays there powerless to move.

The value of this stretcher cannot be over-estimated for use in the hills, or in places that are inaccessible to an ambulance waggon. Then, again, it is not only in warfare that it would prove a valuable acquisition, but in any or every place where accidents may take place it would be very useful. The employer of a large number of shepherds in New Zealand, on seeing it at once ordered one. It is estimated that the stretcher will carry twenty stone, and, as our pictures show, it can be carried just as easily on a bicycle or on foot as it could be on horseback. Specimens of this new stretcher have, we understand, been sent to England to the medical authorities of the British Army, for which service it should be useful, especially in Indian and Colonial campaigns.



Photos. Copyright. L. Hinge.

A RAPID MEANS OF TRANSIT.
It can be fixed to a bicycle and carried with ease.

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IN CAMP, NIGERIA.

A PUNITIVE EXPEDITION, SOUTHERN NIGERIA.

BRITAIN BEYOND THE SEAS.

A Weekly Study of Colonial Naval and Military Interests.

By IMPERIALIST.

THERE will in many quarters be a disposition to regret the reported action of the Montreal Chamber of Commerce in regard to the suggestion that it should endorse the formation of a Canadian branch of the Navy League. The Chamber of Commerce is said to have met the request "with a flat refusal, on the ground that Canada does not need a navy, having no fear of foreign invasion." The original telegram is quoted verbatim, because it seems to the writer possible that, before the following remarks are in print, some modification of this crude statement will have been made, indeed it has since been reported that a Canadian branch of the League has become an accomplished fact.

In these notes no idea is entertained of holding a brief for the Navy League, whose representative, Mr. Wyatt, recently left England on a Colonial tour. We gave Mr. Wyatt a friendly "send-off" because, apart from the primary object of his mission, he appeared to be eminently qualified by personal characteristics and general ability to assist in promoting in the Colonies a healthy interest in the subject of the British Navy and its importance to the Empire. An able lecturer and an accomplished gentleman, he has impressed numerous audiences in this country very favourably with his earnest discourses on the imperative necessity of maintaining the British Navy at an unquestionably high level. It would be strange if some good result were not forthcoming from the journeyings throughout the Empire of an earnest and conscientious specialist of this kind, even if his precise object did not meet with universal approval.

When therefore we learn that Mr. Wyatt's request that the Montreal Chamber of Commerce would endorse the formation of a Canadian branch of the Navy League met with an unceremonious rejection, our personal sympathies are with Mr. Wyatt, but we do not feel in the least impelled to blame the Montreal Chamber of Commerce for declining to support the Navy League. That is no affair of the writer's, at any rate, and he would not dream of hectoring a great Colonial institution for declining to identify itself with a movement which, even at home, can scarcely be said to meet with anything like complete acceptance.

But it seems desirable in the interests of the Empire to look a little closely into the strongly expressed reason which the Montreal Chamber of Commerce is said to have given for refusing to listen to Mr. Wyatt's representations. "Canada does not need a navy, having no fear of foreign invasion." That is a very serious statement, and put baldly, as it is here, it may seem to some a rather dangerous one. If the proposition had been that Canada does not need a local navy, it would be easy to find support for it. The case was very plainly stated by Lieutenant Hordern, R.N., in his thoughtful paper on "Imperial Defence and Colonial Responsibilities" in the October number of the *United Service Magazine*. He pointed out that there were conclusive arguments against the formation of local navies in those parts of the Empire which are in rear of a certain main line of defence, unless these navies were treated as part of the whole, and were formed and organised solely with regard to it. The West Coast of Canada, for instance, is protected by the extreme right of the said line—that is, by Japan and the fleet in the China seas; the East Coast by the extreme left—that is, Great Britain and the fleet in the Channel. So that for Canada to maintain a local navy would, in the opinion of at least one very able and careful student, be merely to take from the fighting line a part of its strength, and to risk an attack in detail by a superior force of the enemy.

But, while we have perhaps rather laboured this point because it seemed a particularly instructive one, it cannot have a great deal to do with the scant courtesy accorded by the Montreal Chamber of Commerce to the representative of the Navy League, which, we may be sure, has not despatched Mr. Wyatt round the world for the express purpose of advocating local navies. The evident belief of the Montreal Chamber of Commerce is that Canada does not require any sort of Naval defence, being secure from any sort of risk which such defence is intended to cover. And this is a proposition which we cannot think it desirable should be thus forcibly projected on the authority of an institution of some Imperial significance as well as of great local weight and responsibility.

The attitude of Canada throughout the Inter-Colonial Conference was one of great reserve which, from several standpoints, seemed highly reasonable. We ourselves explained it, and in all probability correctly, on the ground that Canada felt that, as compared with most of the other Colonies, she had "arrived," and was therefore entitled to some sort of separate consideration in connection with such a difficult and complex subject as Imperial Defence. The extraordinary commercial prosperity of the Dominion, and the firm independence which she is beginning to assume in all her foreign relations, seem partially to justify a claim to be relieved from participation in any immediate cut-and-dried scheme of pecuniary or other contributions to the Naval requirements of the British Empire. But if, underlying all this, there is a conviction that Canada needs no Naval defence because she has no fear of invasion, then we fear that a position is being taken up which may prove to be fraught with some painful misconceptions.

Allusion has been made to Lieutenant Hordern's paper in the October number of the *United Service Magazine*, and this allusion enables us now to make use of some remarks in the November number of the same periodical by Vice-Admiral C. C. Penrose Fitz-Gerald, which have a distinct bearing upon Canada's exceptional circumstances. After alluding to Sir Wilfrid Laurier's statement that Canada does not wish to mix herself up with European political disputes, Admiral Penrose Fitz-Gerald observes that it is difficult to foresee how the Dominion can remain a part of the British Empire without being mixed up with, or at any rate responsible for and liable for, the consequences of European disputes, even though such disputes may not apparently affect her own immediate and local interests. Quite recently Canada has given us "a practical and very effective proof of her loyalty to the Empire, by shedding the blood of her sons in the defence of it." But "her future is in her own hands, and she will no doubt work out her destiny in accordance with

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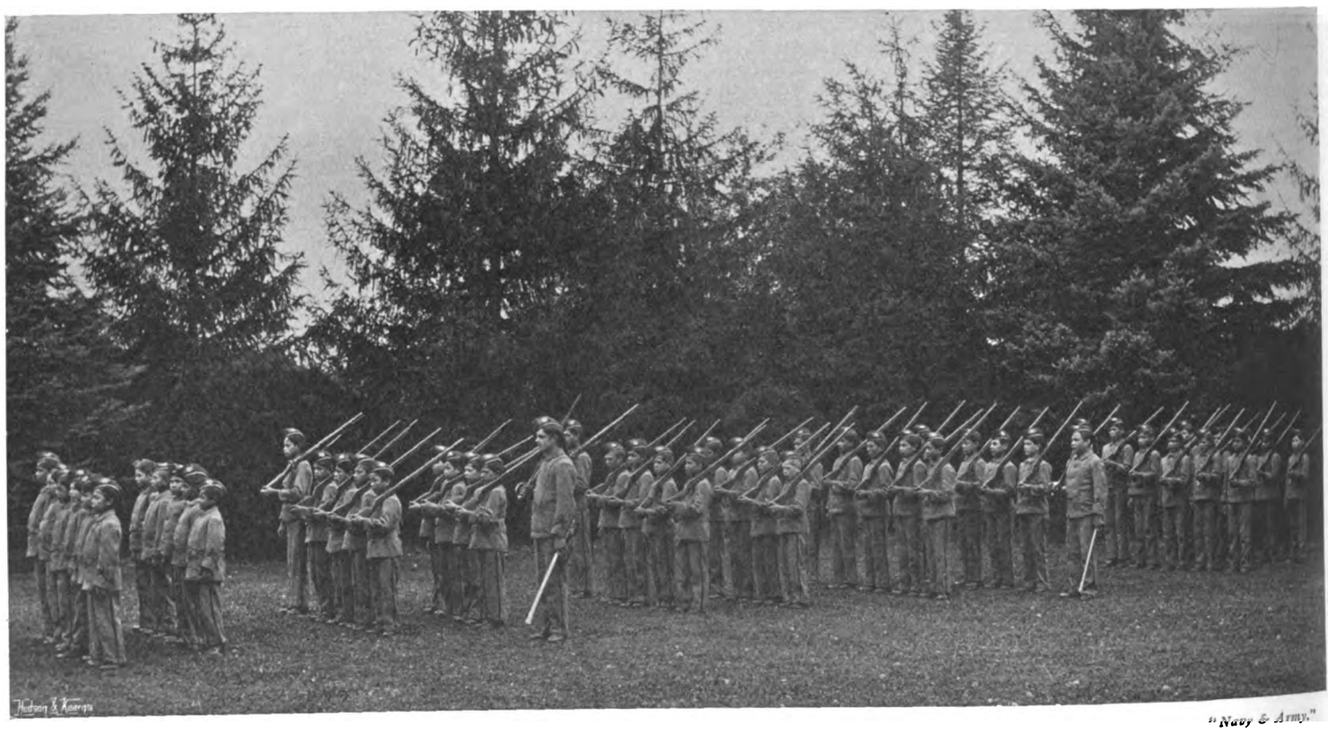
what she considers her own true interests. If she chooses eventually to cast in her lot with the United States, and thus assist the development of the Monroe Doctrine, Great Britain would not, in fact could not, attempt to prevent her."

Here is some pretty plain speaking over a signature which commands respect, and in these few forcible sentences are packed up the whole position of Canada as regards Naval defence. She may remain part of the Empire, she may "throw in her lot" with the United States, or she might conceivably seek to maintain a purely independent existence. But in none of these three contingencies do we have any sort of exemption from the necessity of Naval defence indicated. On the contrary, the risk of foreign invasion merely increases as we pass from the present condition of affairs to the other two hypotheses—very nebulous ones, let us hope. For any country with a double coast-line such as Canada has to talk of absolute immunity from the risk of attack by a foreign fleet—"foreign invasion" is too loose a term to be used in discussing such a question at all closely—is simply to fly in the face of history and common-sense. So long as Canada remains part of the British Empire, the British Fleet will see to it that no foreign Navy will have much chance of "demonstrating" successfully at any point of the Canadian coast, but between this and the assertion that Canada "needs no navy" there is a distinction with a difference which the Montreal Chamber of Commerce ought to be urged to perceive. If Canada ever throws in her lot with the United States, we may be very certain that the awakened perceptions of Uncle Sam as regards the desirableness of a strong Navy will lead to some very prompt and businesslike demands upon Canada for participation in an increased Naval Budget. Lastly, if the Dominion were to seek to run entirely alone, would she not rapidly be forced by public opinion to put into practice the lessons which her great and powerful neighbour acknowledged some years ago to be essential to the education and position of an independent World-Power? All the Monroeism, all the aloofness, all the pacific intentions in the world, will not save Canada in the next great Continental upheaval from the unwelcome attentions of some foreign Power unless she has Naval protection in one form or another, and the sooner her business men realise this fact the better chance they will have of conducting their business on a basis of what the lawyers call "indefeasible security."

The writer has left himself no space in which to deal, as he had hoped to deal, satisfactorily with some other points which Admiral Penrose Fitz-Gerald makes in connection with the general subject of Imperial defence in the current *United Service Magazine*. He hopes to return to this subject, but, in the meantime, it is desirable to call the attention of all Imperialists to the very luminous and, it may be added, extremely high-minded fashion in which it is being argued on another platform by unquestioned experts. Admiral Penrose Fitz-Gerald, as is well known, has been an advocate of the formation of a local navy for Australia, and he says that in principle his views have not altered. He thinks, however, that when ways and means come to be considered, the most effective way in which Australia and New Zealand can, for the present at any rate, assist in the Naval defence of the Empire will be "by supplying well-protected Naval bases, the most ample facilities for coaling with all the most recently invented appliances, coal gratis, and, later on, large docking accommodation, with factories and workshops for repairing all classes of ships." Truly practical suggestions these!

A RED MAN'S CADET CORPS.



"Navy & Army."

Photo. Copyright.

CIVILISED SONS OF THE WILD WEST.

The Six Nations Cadets of the Mohawk Institute, Ontario.

CANADA may justly feel proud of the position she occupies as guide and friend of the Indian race, whose population now numbers about 100,000, having slightly increased in the decade 1890-1900. Deal honourably with the Red men, and they will abide by their treaties, is a fact which was realised many years ago by the Dominion authorities; also, that it pays to treat the Indian in accordance with the principle of justice. For example, it is estimated that every Indian warrior killed on the plains by the military has cost the United States Government 115,000-dols.

Therefore, in Canada the Indians have made much progress towards civilisation, and are principally engaged in industrial and agricultural occupations, although many still follow hunting and shooting as a means of livelihood. Endeavours are also being made to cultivate the martial predilections of the young Indians, so that they may form part of the Dominion defence. The accompanying illustration shows the military cadets of the Mohawk Institute, of Brantford, Ontario, drawn up on parade. The pupils of this school are composed exclusively of Indians of the Six Nations, whose principal Reserve is in its neighbourhood. The six nations consist of Mohawks, Senecas, Onondagas, Cayugas, Oneidas, and Tuscaroras. The pupils of this school receive an excellent training in drill, and after leaving the institute many of them enter the active militia, chiefly in the 37th Regiment, Haldimand Rifles, of which three companies are maintained from the Six Nations Reserve. In this regiment, as also in others in other parts of Ontario, partly recruited from neighbouring Indian Reserves, the Red men invariably bear an excellent character as soldiers. It will, of course, be understood, however, that the Indians recruited in this way for the Militia are settled and civilised. There is no doubt that the wild Indians also are capable of being made serviceable and reliable soldiers, but the experiment has not yet been tried.

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THE NAVIES AND ARMIES OF THE WORLD.

A Weekly Causerie by David Hannay.

THE MEMORIAL IN ST. MARY'S ISLAND.
This monument is in the French Cemetery, close to Chatham Dockyard, and was erected in honour of the brave French sailors and soldiers who died as prisoners during the Great War.

THE brilliant battle called of Naupactus, of which I spoke last week, had a no less interesting sequel in the following year. The Peloponnesians were exasperated by their defeat into making serious efforts to dispose of the Athenians in the Gulfs of Corinth and Patras. According to the usual practice of unjust mankind, they laid the blame wholly on their commanders, whom they accused of cowardice. Other chiefs were sent, and by great efforts at Corinth and in the Peloponnesian ports their fleet in the gulfs was worked up to seventy-seven triremes. Phormio, who had still only twenty at Naupactus, sent to Athens for reinforcements. It may be noted, by the way, that the accurate form of his name is Phormion, but the other has been more usual with us till recently. The Athenians ordered twenty more triremes to go round and join him. The fact that they considered it enough to double his numbers proves the extent of their confidence in the superior skill of their captains and crews. But the actual course of events more than justified them. Phormio fought the Peloponnesian seventy-seven with his twenty, and beat them soundly.

* * * *

His enemies collected in the Gulf of Corinth, and came along till they were past Naupactus and had reached the Straits of Rhion—that is, between Kastro Rumili and Kastro Morea. They seemingly calculated that Phormio would wait for them in front of his basis of operations. We must remember that this was of far greater importance to an Athenian admiral than it would be now. The trireme was only a great row-boat, in which the crew were crowded as close as a landing party in one of our men-of-war boats, with four men on every thwart, and the marines packed between. It could not carry provisions or water for many days, and it would seem that no cooking was possible. At least, the crews were landed whenever a chance could be found to prepare their dinner. Then the masts and sails, which were used on a voyage to ease the labour of rowing, were always left on shore when a battle was seen to be imminent and there was a safe place to put them. Finally, the rowers and "Epibatæ," or marines, not infrequently brought their families with them. "The women on the strength" were a part of their armaments, just as they were in the army of Wellington in the Peninsula. Of course all these masts and spars and sails, spare oars, reserve of provisions, and non-combatants had to be left in the safest place attainable when active service was in sight. So one of the first measures taken by an Athenian admiral was to find a good place for a zereba. Phormio had his near the Temple of Apollo at Naupactus, just as Nicias had his at Thapsus or Plemmyrium in the fatal expedition to Syracuse.

* * * *

The Peloponnesians appear to have calculated that Phormio would not go far from his stores, but would fight in front of them where there would be no room to manœuvre, and where, therefore, the skill of the Athenians would not have free play. It is true that he did not go far, but he was not the officer to attempt to kill the cat by choking it with cream. He went just outside the Straits of Rhion, and there proceeded to make use of what Admiral Colomb called the Naval threat. The Peloponnesians came into the Strait and looked at him. Phormio kept off shore and edged slowly away towards the open water south of Cape Scrofa, trying to draw them out. Now, the last thing they wanted was to have to fight where the quicker and better-disciplined Athenians would have ample room to turn. So they refused to be drawn, and there was an interval of feinting and watching.

* * * *

The strain was doubtless pretty severe on both sides, but worse for the Peloponnesians, who were the inferior sailormen. So their generals decided that an action must be forced, and that the best way to force one was to stand across to Naupactus and put Phormio in a dilemma. He must either fight for his camp or lose it. They therefore went up the coast a little way, and then stood over in four lines ahead. The formation was a repetition of the blunder with the circle the year before. It was their hope that they would present a face every way, and have a solid body to resist any attack the Athenians made on them. Of course the order was complicated, and difficult to be kept by awkward crews. Phormio, who was watching keenly, and who was probably never more than a quarter of a mile away from his enemy, saw at once that he must strike for the defence of Naupactus. His enemy cannot have been going merely away from him, for in that case so able an officer would certainly have fallen on their rear. They must have been going across, heading from south to north, or from south by west to north by east. This being the case, Phormio led his squadron along the north shore in single line ahead for Naupactus, his men doubtless giving way with a full sense that they must do their best for their freedom, their lives, their families, and their dinner. He wanted to reach his camp first, to beach his triremes, and since it seemed he must have a mere butting match and hand-to-hand fight, he preferred to have it where the resources of the camp and its guard were at hand. It was not what he would have preferred, but it looked likely to be all he could get. The enemy showed him a more excellent way.

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When the Peloponnesians saw him flying along the shore, they thought their chance was come. They turned to port, and drove at him, hoping to pin him to the land. And now Phormio gave the measure of his judgment as an officer. If he kept on to Naupactus, it was certain that the rear of his line would be cut off. If he turned altogether, the whole of his fleet would be entangled in a fight on the worst possible conditions. It was better to risk a part than all, and he stood on. Nine of his triremes were cut off, taken, or driven on shore. They were not all lost, for the inhabitants were friends to the Athenians, and came to their help, so that the enemy could not drag all the vessels away. While the fight was going on with them Phormio swept into Naupactus, followed by part of the Peloponnesians. Ten of his triremes reached the roadstead, and drew up in front of it, bow outwards. The eleventh lagged astern, and was closely pursued by a Peloponnesian who must have been on the quarter. Right ahead was a big round ship or trading vessel. The Athenian captain steered past her close, so that she would come between him and his pursuer, or else the pursuer must lose way by coming into the Athenian's wake. As he calculated, the Peloponnesian passed on the other side. Then the moment he was clear of the round ship, he swung to port or starboard, as the case may have been, and rammed his pursuer as she shot ahead from under the cover of the trader. She was cut open, and done for.

* * * *

The effect produced on the Peloponnesians by this sudden check to their triumph was a signal illustration of the Napoleonic maxim touching the superiority of moral to material force in war. The pursuers were struck with panic. All their fear of the Athenians as the cleverer fellows was revived in full force. They lay on their oars and hesitated, like men who were cowed by the presence of some undeniable but obscure danger. With the instinct of a great captain, Phormio acted before their wavering spirits could be rallied. At his signal, and with his example, the Athenians, who half-an-hour before had been fleeing for their lives, now swept out for revenge. The enemy, no doubt blown by a burst of hard rowing, disordered, roughly checked in the

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moment of apparent success, were absolutely driven to headlong flight.

* * * *

The glory belongs wholly to him, for the general management on the part of his Government was not good. The twenty triremes which were to have reinforced him did indeed leave Athens in time, but instead of coming steadily on to his assistance, they turned aside to take part in a plundering expedition on the coast of Crete, and did not reach the Gulf of Corinth till the battle had been fought and the Peloponnesians beaten. Then, indeed, they proved useful, for they gave Phormio a superiority which rendered it impossible for the enemy to reply, and Athens remained mistress at sea. Is is an example of the fragmentary character of our knowledge of the ancient world that nothing more is known of Phormio. He vanishes entirely. There is mention of a son of his who was killed in action on this coast later, but the historian of the war has not thought it necessary to tell us how the great admiral came to his end. That he was one of the finest leaders who ever commanded a fleet is beyond question. If he had led armies, and had interfered in politics, we would have his life by Plutarch, with a host of nice anecdotes; but the sailors were ever "a people by themselves," and have naturally been neglected.

IN THE OTTOMAN NAVAL SERVICE.

IN view of the fact that the King has recently been pleased to honour Admiral Woods Pasha with a Knight Commandership of the Victorian Order, it will be interesting to our readers to know something of his correct position in Turkey, since some very erroneous statements have sometimes appeared in print. Admiral Woods Pasha entered the Royal Navy as Master's Assistant in 1858, and did good service on the West Coast of Africa and the Pacific and China stations before entering the Ottoman Navy. In 1859, as A.D.C. to Commodore Charles Wise, he was present at the operations in the Scarius River, which ended with the destruction of the Soosoo stronghold at Kambia. As navigating lieutenant of the "Cormorant," 1856-66, he did some very valuable surveying service in the unknown waters in Japan, and he is one of the few who have successfully taken a vessel through the Narute Pass, the whirlpool outlet of the Island Sea. In 1867 he was appointed the British delegate to the International Commission for the Improvement of Navigation in the Black Sea and Bosphorus. He was the organiser of the very efficient Black Sea Lightship Services, for which he received the thanks of the foreign officers. Then in the year 1870, at the special request of the late Sultan, he was permitted to enter the Naval Service of Turkey, and to assist the late Hobart Pasha in the reorganisation of the Turkish Fleet, which at that time was not unnecessary. He organised the torpedo and coast-defence services, and for several years was in supreme command of the same. He was created a Pasha for his very valuable services. On the occasion of the two visits paid by the Duke of Coburg to the Sultan, whilst in command of the Mediterranean Fleet, Admiral Woods Pasha was appointed as special A.D.C. to the Duke, and was afterwards made a Knight Commander of the Order of Saxe-Coburg.

H.E. ADMIRAL WOODS PASHA, K.C.V.O.
Naval A.D.C. to the Sultan at Constantinople.

Admiral Woods Pasha's present position is that of Naval A.D.C. to the Sultan, and he is also a member of the High Military Commission of Inspection. He is in possession of the Royal licence to wear the Grand Cordoit of the Osmanieh and Medjidieh, with the star of the first-mentioned in brilliants, also the gold medal of the Imtiaz.

It will be seen from the foregoing remarks that Admiral Woods' career has been a very eventful one, and one that has to a very great extent benefited not only the nation in whose service he now is, but the whole world at large. His Majesty the late Sultan of Turkey expressed himself as being greatly pleased with the manner in which this officer had conducted the administration of the Naval Instructional Department, and complimented him more than once on the zeal and energy he had shown during the time he had been serving under the Imperial Ottoman Government.

The task which Admiral Woods Pasha had before him on first entering the Ottoman Naval Service was no light one. All that has been done by him in the way of reorganisation, etc., was serious work, and great credit is due to him for the manner in which his task was carried out. He was formerly a Bey in the Turkish Service, but after fifteen years of valuable service he was created a Pasha in March, 1883, by the Sultan, who thoroughly appreciated the good work done by him.

In conclusion it may be mentioned that, in addition to the service to British and foreign shipping interests mentioned above, Admiral Woods Pasha also surveyed and buoyed the Dardanelles and its approaches, which has proved to be most valuable to ships of all nations.

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A GROUP OF TURKISH AND ITALIAN NAVAL OFFICERS.
Taken on the occasion of a visit of the Minister of Marine to the Admiralty.

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OUR PUBLIC SCHOOL CADETS.

By A. E. JOHNSON.

EXETER.

THE Exeter Cadets enjoy a unique distinction, that of being attached to the premier Volunteer battalion of the country, the 1st Volunteer Battalion Devon Rifles. The corps was formed in 1896 with about sixty members. The numbers to-day are eighty, from which it will be seen that the interest of the school in military work has in nowise abated. The uniform is black with green facings, and the corps possesses a good bugle band.

Drills are held during the winter and Easter terms on Tuesdays from 4 p.m. to 5 p.m., Wednesdays, Thursdays, and Fridays from 4.30 p.m. to 6 p.m. being devoted to Morris-tube practice. This latter, however, is confined to the winter, the summer term seeing the corps going through a musketry course at the Honiton ranges. A Morris-tube competition, however, is held during the first term of the year, and the excellent effect of the keenness created thereby is seen in the success which has attended the corps' marksmanship. Out of the five times the school has competed for the Devon Schools Challenge Shield a victory has been three times secured. During the first three years Exeter were first, Kelly College, Tavistock, second, and Plymouth and Mannamea College third. Last year Kelly College were victorious, Blundell's School being second, and Exeter last out of five competitors. This year there were six entries. In the event Blundell's gained first place, beating Exeter by twenty points, Kelly College were third, Plymouth fourth, All Hallows, Honiton, fifth, and the United Services College, Westward Ho!, last.

The ordinary routine of drill and shooting is varied by route marches, church parades, and occasional field days, and the corps goes into camp every summer with the battalion, usually on Dartmoor.

The comparative youth of the corps does not permit us to point to any distinguished former members, but the shooting has always been good, and many excellent marksmen have been turned out. Several old boys have taken commissions in both Regulars and Volunteers.

The present officer commanding is Captain R. Montgomery, who succeeded Captain Johnson in 1901.

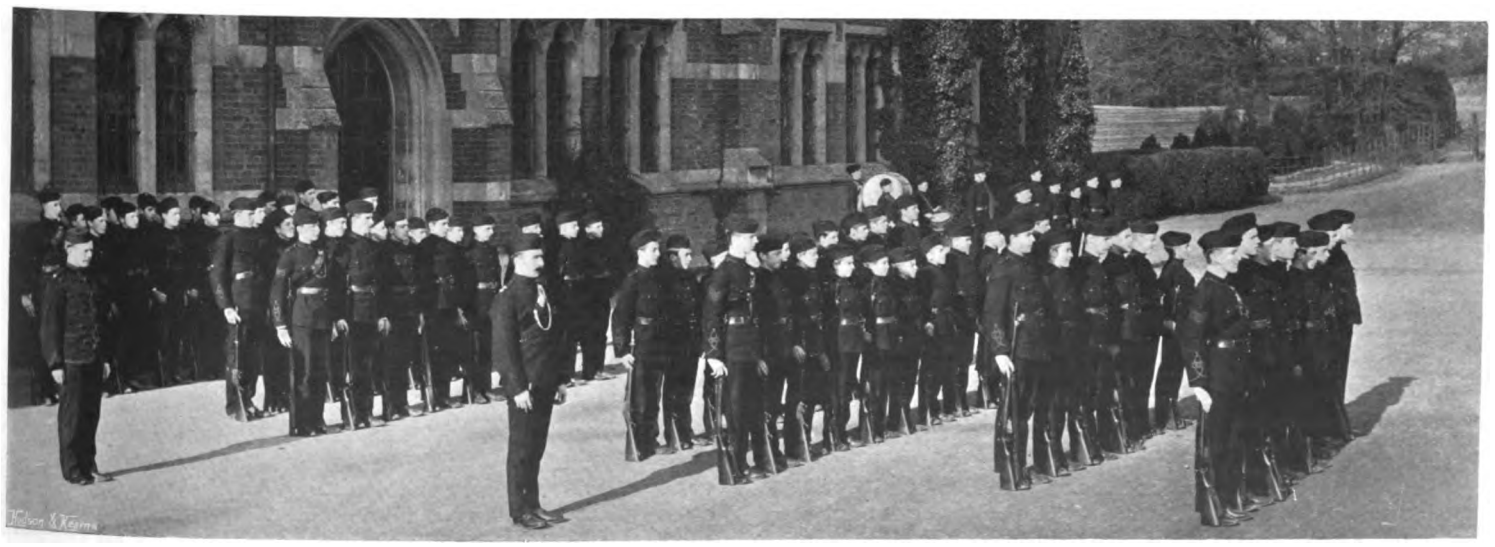
A glance at the picture given below will show the reader that the members of this corps are not flattered when it is said they have a very soldierly bearing.

THE BAND.

Exeter Cadets possess a very good bugle band.

OFFICERS AND NON-COMMISSIONED OFFICERS.

Reading from left to right the names are—Standing: Corpl Kulberer, Sergt. Dennis, Lance-Corpl. Warmington, Corpl. Eger, Lance-Corpl. Browne, Sergt-Major Hudson, Lance-Corpl. Boulibee, Corpl. Spashott, Lance-Corpl. Long, and Corpl. Gawith. Sitting: Sergt. Hone, Lieut. Sellman, Capt. Montgomery, Col.-Sergt. Moore, and Sergt. King.



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EXETER SCHOOL CADETS.

The corps parading in the school grounds.

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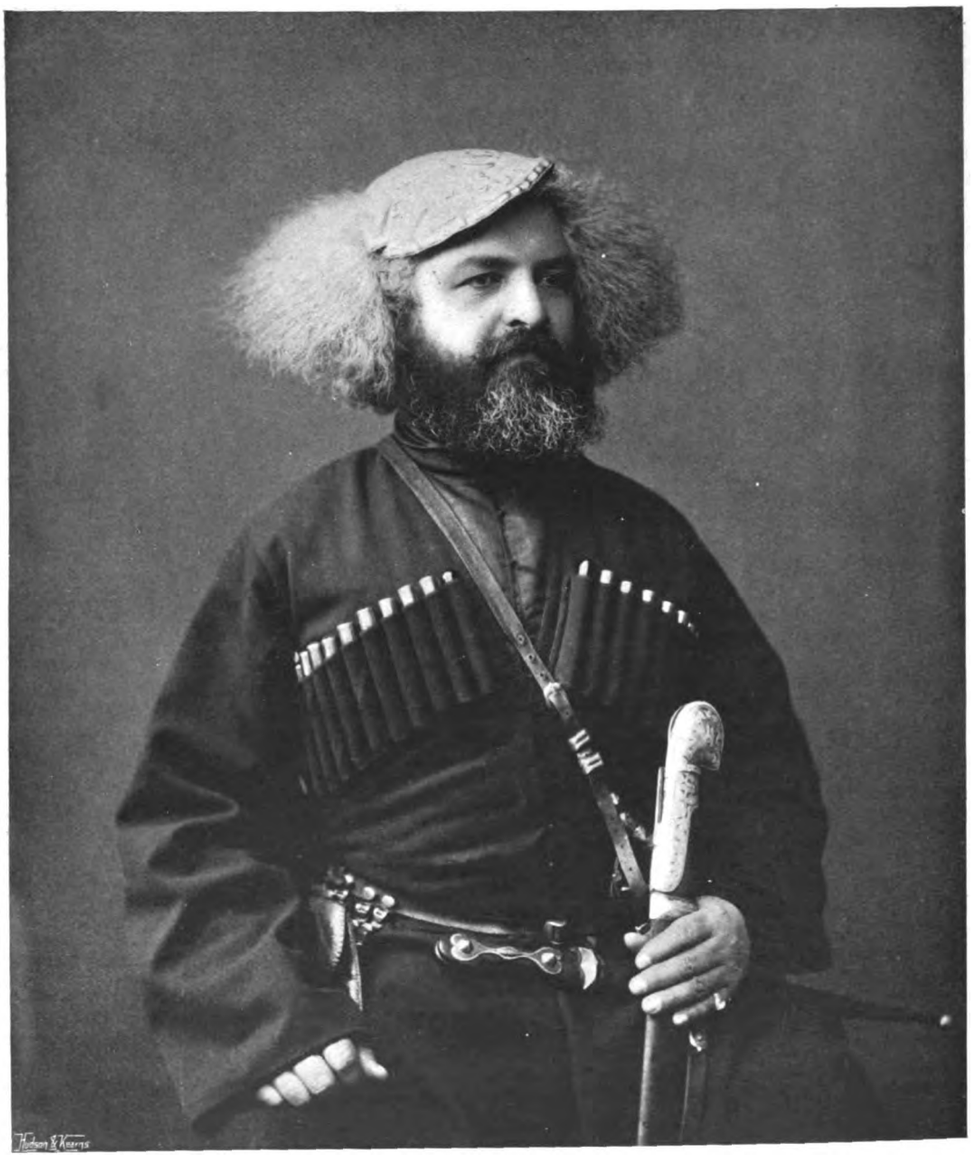
THE IRREGULAR FORCES OF THE CAUCASUS.

OF all the wild uncultured countries in which it is the lot of man to live, none can compare with the Caucasus for wildness and ignorance. A country which as late as the middle of the last century was independent, owning allegiance to no man, Caucasia has a history beside which the wonders of romantic fiction fade into insignificance. And in this history the irregular forces of the country play no small part. Many might perhaps be led to believe from the uncultured state of the population, sparse enough in all conscience, that legend played a great part in the stories of remote times that were told by the mountaineers as they gathered round their camp fires by night, and which have been handed down from generation to generation. But this is far from being so. A little embellished they may be, but beneath it all is a foundation of truth solid as the foundations of the history of England.

The earliest mention of Caucasia is by the Greeks. Far back, in the ages when commerce was just as important as it is now, without being so trustful, the native population of Colchis carried on a flourishing trade with Greek merchants. Later these merchants, seeing that there was much that was good for trade in the land, founded a settlement and called it Dioscurias, a name which is still to be found in Cape Iskuria. But the mountain tribes looked askance at this bartering away of the land. They were free and independent, and they wished to remain so. As the years rolled on, however, they became involved in wars, and particularly in a long and strenuous struggle with Mithridates, who conquered but never subdued them.



PRINCE KABALADTZI, A COURIAN NOBLE.

Dressed in his national military costume.

In modern times the interest centres chiefly in the struggle between the Russian Government, to whom the land was ceded by Turkey in the Treaty of Adrianople (1829), and the mountain tribes. The greatest difficulties were experienced by the Russian troops in getting near their opponents, who placed the utmost confidence in their leaders. The first of these was Kasi Mullah, who for many years fought and often defeated the Government troops. On his death he was succeeded by Schamyl, one of his lieutenants, and himself a Lesghian. By dint of great exertions he succeeded in uniting the hitherto disjointed efforts of the various tribes and in placing himself at the head of the army. His influence over his superstitious followers increased daily. Victory after victory he won for them by his splendid generalship, and no matter in how tight a hole he and his immediate followers might be, he and they never failed to escape unscathed. His escape from Achulko, in particular, was attributed by all to miraculous intervention; by all except one—that was, General Grappe, Schamyl's most dogged and determined pursuer. For years he tracked him like a sleuth-hound, and in 1842 he seemed to have him completely in his power. The tribes were aghast. They saw the end approaching with fear and trembling, and asked each other what would be their leader's fate when he fell into the hands of his enemy. But once more death was cheated of his prey. Schamyl met and defeated Grappe with great loss in the woods of Itchkeri, performing prodigies of valour with his own hand. That, and the advent of the Russian War, gave him a brief respite, but although the war dragged on, he had lost much of his influence, and the tribes fell away from him. He lost Weden, his principal stronghold, in the winter of 1858-59. He fled to Mount Gunib, but was captured there by Prince Bariatinski on September 6, 1859. His capture saw the downfall of the opposition, and from that date Caucasia passed completely under Russian rule.

As might be expected, the Russians looked about for some means of keeping the country quiet, and, following the maxim, "Set a thief to catch a thief," they employed the irregular forces they had lately been endeavouring to subdue to keep their countrymen in order. Thus came the irregular forces of the Caucasus to be formed. In many districts, and particularly where brigandage is still practised, these troops are of the utmost importance to protect the peasants from the raids of the marauders, who stop at nothing in their greed for cattle. For their services these men are often decorated with orders, and they receive large rewards for the capture of any notable malefactor; and in a like manner the nobles of the country have been enrolled into a bodyguard for the Governor-General at Tiflis. Every one of them a prince of high degree, they make a fine show on State occasions when clad in their national costume.

The inhabitants of the Caucasus are such a mixed race that it is almost impossible to classify them; and the language is in a similar condition. One town never speaks the same as another, and it is small wonder that the people who come from those parts are good linguists. The Princes whose portraits we are enabled to give are all of the Georgian or Kartalinian family. The name Kartalinian comes from the general language of the district, Kartli; but the origin of the name Georgian, which is comparatively modern, has never been satisfactorily explained. Attempts have been made to connect the Georgians with the Iberians of early Greek writers, and with every semblance of probability.

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A NEW USE FOR OLD ARMOUR.

Mountaineers of Tyshine, who help guard the peasants from brigands.

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EVERY ONE OF THEM A NOBLE.

The Governor-General's bodyguard of princes in their national costume.

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IN COMMAND OF THE HOME SQUADRON.

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REAR-ADMIRAL GEORGE L. ATKINSON-WILLES AND OFFICERS OF THE "RESOLUTION."

Reading from left to right the names are—Back row: Lieut. K. H. F. Weston-Ellis, Lieut. F. C. Halahan, Assistant-Paymaster I. Blackler, Assist.-Paymaster Ward, Engineer T. J. Dawson, Lieut. K. Kidd e, Boatswain Kitto (T.), Gunner J. R. W. Thomp on, and Boatswain S. C. Legg. Second row: Lieut. R. F. Thom, Lieut J. E. Van der Kiste, R.M.A., Sub.-Lieut. C. D. Fenn, Staff-Paym ster W. A. Green, Flag-Lieut. Mullenеux, Secretary J. A. Keys, Capt. W. Noel E. Smith, R.M.L.I., Surgeon Shaw, M.B., Lieut. E. C. Bosanquet, Boatswain W. C. Norris, and Act.-Lieut W. H. Steele, R.N.R. Front row: ..ct.-Lieut. Hill, R.N.R., Staff Surgeon Hardie, Fleet Engineer J. W. Agnew, Commander A. Hayes-Sadler, Rear-Admiral George L. Atkinson-Willes, Commander W. H. Cowan, D.S.O., Re . Thomas Roberts, M.A., and Lieut. J. H. Trye.

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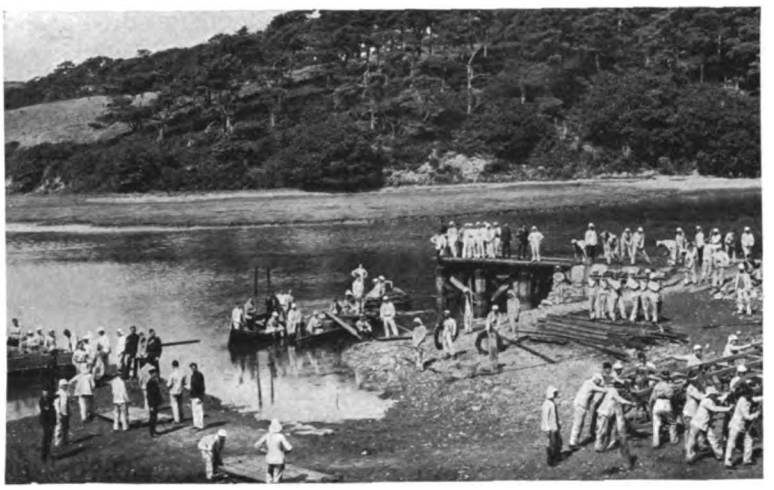
DEFENCE, NOT DEFIANCE.



DEVON AND SOMERSET R.E. VOLUNTEERS AT PONTOON EXERCISE.

Citizen Soldiers in Town and Country.

By TRAINBAND.

THE problem of the Volunteers is undoubtedly one of the most pressing difficulties with which the Government will have to contend. It may be presumed that it was because the Regular Army was recognised as being numerically far too weak that the additional requirements have been exacted from the Volunteers. To a great extent, however, these must defeat their object if the diminution of the Force should continue at the present alleged alarming rate. There are some who assert that the only remedy will then be found in compulsory military service. Although its strongest opponents must allow that far greater military strength would be acquired by enforcing conscription, its terrible disadvantages must not be overlooked. Those who know the Continent well, not those who have merely taken frequent Continental trips, are generally fully aware of how industry is impeded, commerce crippled, and trade retarded by the system, and they have little desire to see it introduced into Great Britain. Many are the schemes which have been put forward whereby it was thought that adequate military strength would be obtained and conscription avoided; but a large proportion of these schemes were soon recognised to be impracticable.

Lately, however, a correspondent of an esteemed contemporary journal, which is indeed the official organ of the Volunteer Force, has drafted a scheme which merits consideration, and which possesses several good points. It is proposed that any efficient Volunteer, subject of course to the approval of the authorities and to medical fitness, should be permitted to serve in the Regular Army for one year. Unless he were specially to elect otherwise, he should not be required to serve out of the United Kingdom, and should, if satisfactory in conduct, be permitted to reside out of barracks at his own expense, and to wear mufti when not on duty. For many years the "gentleman ranker" has been fairly numerous, especially in the cavalry; but there is little doubt that under the conditions mentioned the number would be largely increased, especially of those who could not be classed amongst Kipling's "poor little lambs who had lost their way." Many excellent young fellows who have failed to get into Woolwich or Sandhurst, or are a little too old, would often be glad to do a year's soldiering if they were sure of the indulgences enumerated in the scheme. It is quite certain that many to whom the hardest work has no terrors, not even excepting the coaling parades so detested by Tommy Atkins, have hitherto been deterred from enlisting from a not unnatural dislike to having to live and sleep in a barrack-room. For such the adoption of the scheme to which reference has been made would at once remove all objections, and a fair number of one-year Volunteer recruits might reasonably be expected. It is greatly open to doubt, however, whether anything like the required increase would be effected by carrying out the proposal under consideration.

As a rule there is not much amusement to be extracted from the official announcements in the *London Gazette*, a publication which possibly affords constant interest to few except the editor of "Whitaker's Almanack." In this second year of the twentieth century, however, a notice which appeared but a few days ago may reasonably be considered somewhat belated. The announcement was to the effect that the King had been graciously pleased to grant special authority to a certain officer to wear the Insignia of the Order of the Medjidieh, conferred upon him in the year 1858 by His Imperial Majesty the Sultan of Turkey, as a mark of approbation of his distinguished service during the war in the Crimea! It may be presumed, therefore, of the War Office, as of still higher authority, that "though its mills grind slowly, yet they grind exceeding small," and it may consequently be hoped that eventually the whole of the Volunteer Artillery may be armed with less venerable weapons than those with which many corps have still to perform their drills. It is true that a beginning in this direction was made some months ago, as was announced at the time, but there are still many less favoured regiments which seem to have just cause for complaint. More especially does this seem the case to a mind not bound by red tape, for it is believed that the guns which are to be served out to the Volunteers have been quite ready for the purpose for some time. Let the members of Artillery corps ponder on the *Gazette* notice to which attention has been drawn, and continue to be hopeful.

It is pleasant to be able to chronicle that Lord Lovat has received the sanction of the War Office to raise a regiment of Imperial Yeomanry in the Highlands, and that similar permission has been granted to the Marquess of Tullibardine. To the former of these has been allotted the Northern Highlands, and to the latter the Southern part of the Highlands, for the purpose of raising their respective regiments. In each case the officers are, as far as possible, to be selected from the same districts as those from which their men are recruited. Such excellent work was performed in South Africa by the Scottish Horse that every success may reasonably be anticipated for both these regiments of Highland Yeomanry. With the whole of the Auxiliary Forces it is generally a good plan that the officers should be known personally, or at least by family, to their men. Particularly is this the case in Scotland, where clan feeling still prevails so strongly. It is, therefore, advisedly laid down that the officers and men should be drawn from the same districts.

Some little time ago mention was made in these notes of the difficulty some regiments of Imperial Yeomanry experience in procuring a sufficient number of horses. This difficulty is practically non-existent amongst rural corps, largely recruited from farmers who own horses, and possibly breed them. But to the corps closely connected with London and other large cities the difficulty is very pressing. The effect of the regulation regarding the money payment for hire of horses during the period of training has been fairly tried, and special information on the subject by various commanding officers has been submitted to a committee of investigation, and it is understood that a report will be issued. Meanwhile it has been stated that the War Office will make an offer to furnish to each Yeomanry regiment the number of horses it may find necessary for the use of its recruits previous to the annual training. Although the War Office would naturally possess a lien upon these horses, the cost of their stabling and keep would be defrayed by the regiments. Should the War Office carry out this proposal it is sure to meet with general approval in Yeomanry circles. It will be no disadvantage to those regiments which are well supplied with suitable horses, and may prove an incalculable boon to the corps which have hitherto experienced considerable trouble in obtaining even a sufficient quantity of horses for the use of their recruits without ability to be moderately exacting as regards the quality.

Without doubt one of the many distinctive features of the Volunteer year which has so lately terminated has been the formation of the Special Service Section. The publication of the annual returns will show conclusively to what extent the scheme has numerically been successful. As far as can

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be judged from reports which have reached us from all parts of the country, however, there does not appear to have been much eagerness displayed by Volunteers generally to join the Special Service Section of their corps. Several things have probably contributed towards this result. There is, for instance, the inevitable reaction from the war fever which characterised the national feeling during the earlier stages of the late campaign. It has been said that a nation is never so anxious for war as after a prolonged peace, and never so anxious to remain at peace as after a big war. And the sentiment of the individual coincides with, and indeed forms a portion of, the collective national desire. In many corps there has been a marked indifference to the invitation to join the Special Service Section, owing chiefly to the manner in which that invitation has been presented. Then, many are of opinion that the plan is doomed to failure, as it cannot be definitely ascertained from the responsible authorities what will really be required of those who join the section. Lastly, the great and natural prominence which has been given to the conditions imposed by the new regulations, and speculation as to their result, have caused most Volunteers to regard the Special Service Section scheme as a side issue of comparatively little importance. It may reasonably be anticipated, however, that during the Volunteer year now opening greater interest in the success of the Special Service Sections will be evinced by all ranks of the Force.

A NEW VOLUNTEER BEARER COMPANY.

FEW British institutions are more justified in appealing to the patriotism of Britons than the Bovril Company. This company differs from its competitors in the fact that it is British to the backbone. In supplying the company with the raw material the British Colonies always have the preference, both its directors and employees are British, its wages are spent among Britons at home or across the seas, and its dividends go in the same direction. In view of these facts, therefore, it is not at all surprising to learn that the spirit of patriotism which has always pervaded the Bovril Company has found a new development in the formation of a Volunteer Bearer Company, composed almost exclusively of the firm's own employés.

The formation of this bearer company is all the more welcome when we take into consideration the fact that for some time past it has been generally recognised that the Volunteer branch of our Service is deficient in the matter of its medical and ambulance equipment. Acting on the authority that was given by the War Office to form bearer companies as independent units attached to each Volunteer brigade, Bovril Limited immediately formed one for service with the 4th, or City of London, Brigade of Volunteers. The City of London Brigade, consisting of the 1st, 2nd, 3rd, and 4th London Volunteer Rifle Corps, and the 15th and 24th Middlesex Volunteer Rifle Corps, is under the command of Colonel Ricardo, M.V.O., the officer commanding the Grenadier Guards. It is hoped that before long its medical organisation will be considerably improved, and consist not only of the above-mentioned bearer company, but of an ambulance section and a field hospital capable of accommodating a hundred beds.

On the occasion of the inauguration of this new company by Major-General Sir Arthur Turner, C.B., R.A., he spoke in the highest terms of the smart and soldierly appearance of the men, and of the enthusiasm, patriotism, and promptitude with which they had responded to the call for better equipment in connection with the Volunteer Brigade.

Colonel W. L. Gubbins, M.B., the Principal Medical Officer for the Home District, accompanied by Captain Douglas, V.C., R.A.M.C., inspected the Bovril Bearer Company at its headquarters, the Holborn Town Hall, on October 11. The full strength of the company was on parade, under the command of Surgeon-Captain A. C. Tunstall. Colonel Gubbins, after being received with a general salute, inspected the ranks and instructed Sergeant-Major R. E. Wilson to put the men through company and stretcher drill. After he had examined the men very closely upon "first aid" and various modes in the treatment of the injured, he directed the men in squads to take off their kits, and after taking them to pieces to replace them. When this had been done, Colonel Gubbins said he was not given to flattery, but he could confidently say that the whole company was in first-class condition, both as regards equipment, drill, and general knowledge of its work, which fact reflected great credit upon the commanding officer and his staff. He was particularly pleased with the smartness with which the men unpacked and replaced their kits, and said that he felt sure that if the company could show such efficiency in so short a time as this, if it was his good fortune to inspect it again next year he would be able to report it as one of the best bearer companies in the Home District. Such praise as this, coming as it did from one who thoroughly understands all branches of ambulance and medical work, should be very gratifying to both officers and men, and doubtless will give the company fresh energy in the execution of its work. One thing is certain—such satisfactory results as Colonel Gubbins mentioned could not possibly have been obtained if the company had not taken the intelligent interest in its work that it did.

Although the Bearer Company is of quite recent formation, viz., April last, it has already had considerable experience when it was under canvas at Aldershot with the City of London Brigade, some four months after the time the company was formed. This company has also taken part in the most important ceremonies of the year, being on duty on the occasion of the Coronation, on the day of Lord Kitchener's return, and on the day Their Majesties visited the City and South London.

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A VALUABLE ACQUISITION.

The newly-formed Bovril Bearer Company at Aldershot.

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OUR INDIAN EMPIRE.

By CAPTAIN OWEN WHEELER.

PUNJAB MUSSULMAN OFFICER.

THERE is something almost touching, as well as inspiring, in the eager manner in which the Ruling Chiefs of India have volunteered to place contingents of Imperial Service Troops at the disposal of the British Government for the forthcoming campaign against the Mullah in Somaliland. I am quite sure that some of the Chiefs in question had not the remotest idea where Somaliland was, and did not know, nor care, what the trouble was about. The sole point at issue for them was that there were military preparations being made, and no Ruling Chief of India could allow such an opportunity to slip of pointing out in a simple, practical, and unostentatious fashion that, if the services of a few hundreds of thoroughly well-trained and splendidly-equipped troops did happen to be of any use, there they were, and that the Maharaja This and the Nawab of That would be only too pleased to have their offers taken very seriously indeed. Those who have studied the aristocracy of India at all closely know well that in all these cases there is a foundation of utter sincerity which is curiously at variance with some aspects of Oriental life and character. If the Government of India accept the loyal assistance of a Native Chief or noble, there can be no question of taxing his patience or straining his resources. His Sovereign Lord, the Emperor of India, has availed himself of proffered aid, and that is enough. To the last sword in his State, to the last rupee in his treasury, all he has is at the disposal of him to whom he owes, perhaps in person has paid, fealty. Talk of feudal tenure! Not even the feudalism of the Continent, which was never completely acclimatised in this country, could ever have produced such splendid vassalage as the Princes of India would gladly and proudly render to their acknowledged Head. If, therefore, they hasten to proffer assistance in operations which at present are being conducted on very restricted lines, we need only attribute the prompt exhibition of goodwill to the ever-present anxiety to do as well as to talk which is the dominant note of latter-day Indian loyalty.

It is this desire of active participation in the burden of Imperial responsibilities which sharply distinguishes the India of to-day from the India of but a few decades back. You see it not merely in such strong developments as the organisation of the Imperial Service Troops, but perhaps even more clearly in such growths as the Imperial Cadet Corps, and the manly struggles which high-born natives are making on all sides to emancipate themselves from vicious and enervating influences that have bound their ancestors for centuries. It will be long, of course, before the change is anything like complete. For many years we shall continue to see, in remote parts of India, the petty rajah spending his unlovely day, as "Ali Baba" has described it, between the zenana and unedifying public appearances in durbar, or on a pink-nosed horse. But, side by side with these relics of immemorial tradition, is growing up a cleaner and more vigorous young Indian aristocracy, with healthier ambitions and a brighter perception of the responsibilities attached to the government of a populous State. It may be that a military education is not the best of all preliminaries to the position of a Native ruler. But it is, at any rate, good for the Native States of India to be governed by men who, as youngsters, were fired with the idea of rendering military service in the British Army, and who, when they came to have soldiers of their own, desired to put them to no better use than to fight the enemies of the British Empire.

Reverting to the actual offers made by Indian Princes in connection with the Somaliland Expedition, let us take the case, say, of the Maharajah of Bikanir, who offered a camel corps, fully equipped for service, which is, without question, one of the most efficient organisations of the kind in the world. Now, His Highness Maharajah Raj Rajeshwar Shiroman Sri Ganga Singh Bahadur of Bikanir rules a territory which is about the size of Greece, and contains not far off a million of inhabitants. A Rajput of Rajputs, he is a soldier born and bred, and, under the old *régime*, would have maintained a large and troublesome "army" of undisciplined ragamuffins clad in disused British uniforms and armed with every conceivable variety of gas-pipe gun. These would have given him infinite satisfaction, and perhaps he still yearns occasionally for a retinue of that sort. But instead, because he has passed his Rajput word to the British Government, he is content to maintain a little force, trained and equipped according to purely British ideas of efficiency, and when trouble arises in a small corner of the British Empire, his first idea is to offer this contingent as a free loan for service where he will not see it, thus depriving himself even of the satisfaction of retaining the contingent as a personal retinue. Where do we see a parallel to this in any other Empire under the sun?

A Running Record of Military Life and Incident in the "Shiny East."

Attention has been drawn by an Indian paper to the large amount of "patronage" which Lord Kitchener will have during his first year in India, and I am sorry to see the word which I have placed in inverted commas reproduced without comment even by Service journals at home which ought to know better. The term "patronage" is one which, even if it is unfortunately used in connection with church livings, ought certainly never to be employed in describing the relations between a modern Commander-in-Chief and his staff officers. The only "patron" which a military officer can be said to have is his Sovereign, and, although the manner in which some officers hang on to their superiors throughout their careers is susceptible of unflattering description, I think that, when terms indicative of a return to a bad old past are used, although quite casually and innocently, with reference to the improved present, it is well to call attention to the error. In the case of some of the appointments which will fall vacant in India in 1903, the term is especially to be deprecated. In October and November next the Lieutenant-Generals holding the Madras, Bombay, and Bengal commands will complete their tenure of appointments. These vacancies will be filled, largely speaking, by agreement between the Commander-in-Chief in India, the Government of India in Council, the Secretary of State for India in Council, and the War Office. To describe Lord Kitchener as the "patron" of the officers appointed to such extremely high positions is altogether misleading if not positively objectionable.

Among several other important positions which in the ordinary course will be vacated shortly, are the Inspector-Generalships of Artillery and Cavalry, from the first of which General Tyler will retire in January, while Sir Locke Elliot's tenure of the latter expires in March. General Tyler's only war service was in connection with the Fenian Raid in Canada, but, for all that, he has been perhaps the best Inspector-General of Artillery India has ever had, and he is further known throughout the Service as one of the best "horse-masters" in it. Among many experiments made under his *régime* not the least interesting was the use of Artillery scouts, an experiment which proved highly successful in India, but was not, perhaps, taken sufficient advantage of in one or two prominent South African instances. Sir Locke Elliot I remember as a dashing Major of Bombay Cavalry, who took a great interest in racing, and was a very successful owner. He turned his knowledge of horseflesh to extremely good account in South Africa, where his column was always in singularly good fettle and accomplished some notable feats of mobility. I should not be surprised if, having reference to his protracted absence at the front, Sir Locke Elliot were offered an extension of his Indian appointment, but still better things may be in store for him.

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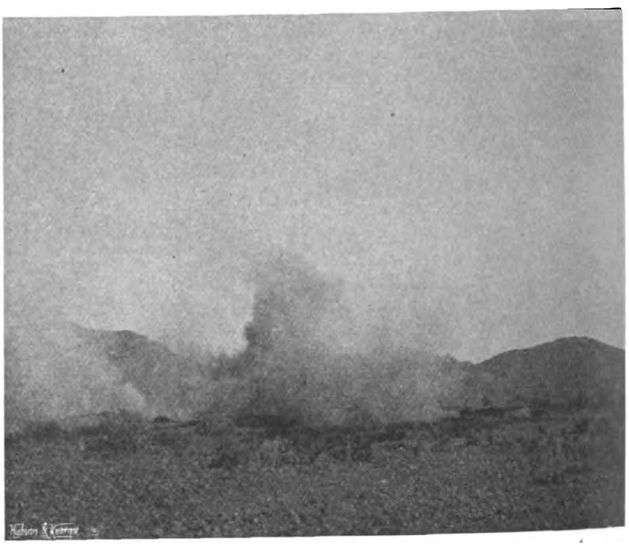
An extraordinarily satisfactory inspection has been made by Major-General Hill, the Inspector-General of Volunteers in India, of the Baluchistan Rifle Volunteer Corps. General Hill is particularly discriminating in his criticism of individual corps, and when he says a good word he evidently means it. In the case of the Baluchistan Volunteers he "let himself go" very freely indeed. Speaking generally, he declared them to be far ahead of all Volunteer corps in India as regards organisation, musketry, drill, and scouting, while in the last he said they were distinctly ahead of the Regular Forces into the bargain. It appears that the Baluchistan Corps has been steadily training foot, cycling, and mounted scouts to familiarise themselves with the surrounding country with a view to acting, if required, as guides. Eventually these scouts will know every road and mountain pass in their neighbourhood, and the position of every available stream and spring of water. Well might the General call the idea a "splendid" one, and pat vigorously on the back a corps upon which he had descended quite suddenly, but which he had found so thoroughly up to the mark.

Special allusion has before now been made in NAVY AND ARMY ILLUSTRATED to the marksmanship of English ladies in India. It is noteworthy that at a recent meeting of the Simla Rifle Club no fewer than six pairs of ladies competed in two contests, one of which consisted of five shots at a running leopard at 100-yds. At this the shooting is said to have been particularly good, and from the meagre report available it looks as if the winning pair must have made nearly a "possible." A native must hardly know what to think of an English lady who can hit a moving object time after time with a rifle; but, whatever his thoughts are, one may be pretty sure that some wholesome awe is mixed up with them.

OVER THE FRONTIER.

IT used to be a matter of excitement in the North of England when the men of the house were summoned to go across the border. It was certain that some would never come back, and the hearty partings and "good-byes" were tinged with sadness. Nowadays we are friends, North and South of the Tweed, and the partings that take place are very much of the present-day order. But on our North-West Frontier there are daily partings which recall the olden times. When good Mrs. Smith says a cheerful "good-bye" to Charlie Smith, having first been sure that he had the best of sandwiches and that his flask was full, she shows no sign of tears. People on the frontier live from day to day in the knowledge that they may be called over it at a moment's notice. It is, therefore, no surprise when a telegram from Simla comes couched in careful official language. It is generally the result of repeated applications from the local general officer to be permitted to attack the Whatsisnamezais, who have been worrying his outposts for years. Although the gravity of the case has been fully reported, it has taken Simla some three months to digest its importance. There are graver things than mere fighting to be discussed at Simla. Hence the "wire": "Proceed as you think fit. H.E. is of opinion that one brigade is ample." General Strong wires back: "One brigade quite inadequate. Am mobilising. Will report at three-hour intervals." So General Strong has his way, and a compact little force leaves the frontier station at which it has been assembled with far less fuss than that attending the procedure of the King's Chameleons to a peaceful parade. Jill rides out one stage to say "good-bye" to Jack, who may or may not come home again. It always seems that women on the frontier go back to the honest and noble side of nature, however much they may have been contaminated by "Society." They look after their homes, as we are told our grandmothers did. They take part in all the sports of the men, and their gossip is harmless. So, when Jack takes Jill in his arms, both being on horseback, to say a last "good-bye," there is cheeriness on both sides. She says, "If you let them kill you, I will never forgive you!" He says, "Right, old girl, I'll tell them to be careful!" And so the modern knight goes down the road, and his true wife goes back to a desolate house to pack up for "home" with a pain in her heart, which can only be assuaged by a careful course of shopping in Paris and London.

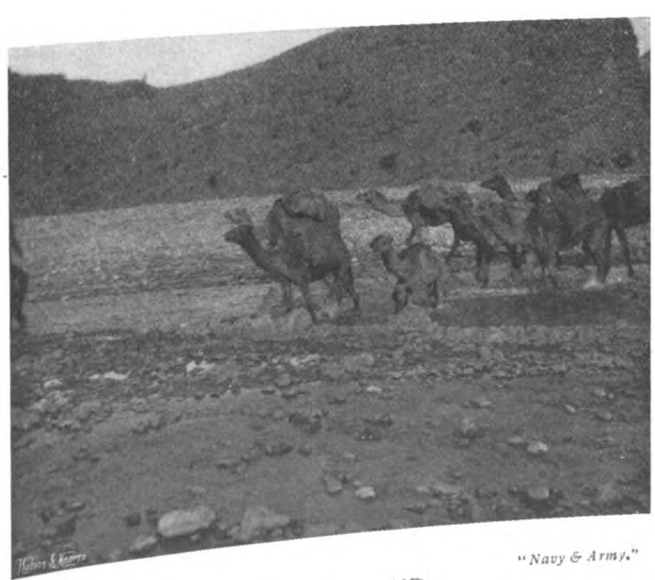
Our pictures give an idea of what Jack is doing while Jill is waiting for him. One of them shows the dust of what was once a fort. Our friends (and sometime enemies) have the bad habit of taking advantage of all peculiarities of ground. They place their forts, which are nearly always designed as



THE DEMOLITION OF A FORT.
How it looks at a distance.

refuges, in positions which Vauban would never have sanctioned. Nevertheless, the placing is so skilful that until the fort is absolutely "spotted" it is a great source of annoyance. So soon as its position is accurately determined, a sufficient force is detached for its demolition. Sometimes a considerable number of lives are lost, but if artillery can be brought to bear on the object, the defenders frequently vacate their position before much damage is done. The Mountain Artillery which accompanies all our frontier "shows" can go wherever a man can go, so that nowadays it is not necessary to sacrifice much life in destroying a frontier fort. The demolition is a matter of expediency. As a rule, these forts are too filthy and verminous to permit of occupation by our troops. They are generally demolished, and, if the site is strategically good, replaced by a modern work. Sometimes the "blow up" is a surprise. Our neighbours over the frontier know quite well the effects of gunpowder; dynamite and electric fuses still puzzle them, though, no doubt, they will soon be familiar items of their trading list.

The second picture shows camels on the march in the Mahsud country. It will bring back to the memory of those who have marched there the frightful dreariness of the country. The marching over the arid hills, hot as Hades in the summer and bitterly cold in winter, is scarcely worse than the digging out through the stones of a river-bed day after day. However, *Finis coronat opus.* An American translates this "We get there all the same." For some years past the frontier has not given us any very absorbing trouble. But there are "signs of the times" which indicate that this lull may not be of any long-continued duration, and that, even if the frontier itself may not be a first cause for anxiety, events "over the frontier" may once again prove exciting.



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A WEARY LAND.
Tired camels on the march.

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THE WORLD OF BOOKS.

The Heart of Japan.

(By Clarence Ludlow Brownell. Methuen. 6s.)

FAR from the travellers' track in the Land of the Rising Sun are we taken by the twin authors of this attractive volume—"Gardner and I." They are so "Japanned" by living the life of the country that the new buildings of Tokio seem to them strangely European, and the reader is so beguiled by the fascinating narrative that he feels like them. The plan is, by sketches and stories, reinforced by excellent photographs, to give something of the true spirit of old and unchanged Japan. We are not taken into the port towns, where seaport geisha, "cheap at that," sing "Chon Kino," for the edification—save the mark!—of those whom the natives call "Damyoureyes San," but to Inner Japan, where the geisha are "as honest and pure-hearted as any woman in the world." Their mission is to make life merry, and of merriment there is much in this delightful book. There is pathos, too, shot from the geisha's eyes, as in the case of O Toyo San, the unhappy wife supplanted by her charms. The Japanese boiling bath, rising in its temperature to 125-deg. or 128-deg., with its curious embarrassments for strangers; the bed unrolled for your convenience; the pillow that puts a crick in your neck; the households of the country; the men and their wives, and, above all, the Japanese girls at home, the glory of the character left by feudalism; the father of the village; the sportsman; the gilded youths, emulating, in their way, the Prince of Sendai, who once accomplished a futility comparable to hiring the Carlton Hotel in order to eat a sandwich therein; the disgrace attaching to trade, and the consequent degradation of traders—these are some of the things we have noted in the volume. It is not an array of facts and figures, and is innocent of politics and statistics, but it successfully attempts to reproduce for readers at home the inner life of Japan, and is altogether very charming and attractive. "The Heart of Japan" should take its place alongside many weighty treatises, to which it will serve as foil and complement.

Sport in the Navy.

(By Admiral Sir Wm. Kennedy, K.C.B. Constable. 6s.)

Nearly all the chapters in this most amusing and suggestive book appeared as articles in these pages, so that their character is familiar to our readers. They will know that they are inimitable in their kind, and well deserved to be collected in a volume. The genial and gallant author has written with the purpose of telling his brother officers where they can find good sport on nearly every station in the world, but the subsidiary title, "Naval Yarns," affords the reason, or the excuse, for introducing many a story in which the author proves himself a true humorist. Officers in these days are wonderfully keen in all that concerns sport, and have many opportunities which never fell to their old predecessors. The venerable sea-dog, as Sir William Kennedy says, would have been much more at home in a gale of wind on a lee shore than in a snipe marsh, and few will question his opinion that the Navy is the gainer by the change. It is delightful to read these narratives of sport in the Mediterranean, China, the Pacific, Bermuda, and elsewhere. The jovial sportsman leaves the shore, and tells of big-game shooting in India, reindeer-hunting in Norway, and deer-stalking in Scotland. Thus began a fellow-sportsman "The Lay of the Modern Mariner":

> "Shiver my timbers! bless my dear heart!
> Here's an occasion for swagger and brag!
> Scuttle my binnacle! here's a rum start!
> Fancy Bill Kennedy killing a stag!"

As we have suggested, the book is not all sport, and has a great deal of rollicking fun. Thus in the new chapter that tells much of cock, snipe, duck, pig, deer, chamois, ibex, moufflon, boar, and partridge on the Levant sea-borders, we encounter an ex-bo'sun, whose delight is to be aroused every morning by a boy with the words, "Please, sir, the capten wants you." Being pressed as to the reason of his predilection for this greeting, he explains: "Well, sir, it's this way; having been sent for by the capten every morning all my life, it *is* some satisfaction to be able to say to the boy, 'Tell the capten to go to hell!' and then I turns round and goes to sleep again." Here is another yarn to illustrate the style. It is of an admiral, who had no music in his composition, and who, after hearing a solo on a certain instrument, the ship's band being on the quarter-deck, rushed out of his cabin and pointed to the soloist, with the words, "Here, I won't have it! That man is doing all the work, and the rest of them looking on, the skulking scoundrels! They are all paid alike, and they shall play alike. Stop their leave and grog. . . ." The book is rich in merriment, and is full of hints to sportsmen—therefore doubly welcome, and we advise many besides Naval officers to buy and read it.

The Epistles of Atkins.

(By James Milne. Unwin. 6s.)

A good book and a true is this, fittingly to be read when the Reservists are clamouring for their own, men returned broken from the war. Mr. Milne has done a human work in giving us Atkins, the man of flesh and blood, revealed in personal colours by his letters home. The book is not a book of letters, but here are the instantaneous flashes of light upon character and emotion—the snap-shots of the man—extracted from letters. Simple faith, willing endurance, calling heroism no louder name than duty, speaking the enemy fair and well—these things we find in the book. A soldier is found dead, with a letter grasped in his hand—his last scrawl to his mother. In another scene the letters arrive at the camp, and all is alive, while a big bonfire rages, that all may devour their contents; and Atkins, like the reader of this book, awaits the dawn to "have another good read." That human desire to make all at home think all things well is here. Atkins writes that he is enjoying it immensely; it is just what he likes; better than a football match; like the bugler-boy's report to his mother, "A1." Then the lurking thought of what may happen; he will not fill them with false confidence, but how delicately he suggests what is in his mind!—"Don't fret yourself; you won't be a widow yet!" After which he plunges into description, glad to have put the other behind him. We view him then in many situations—on sentry-go, in camp, in battle, hit, at the roll-call. Of snap-shots there are many, like that of the Basuto on his pony—"Crikey! here's the ace of clubs!" There is the wash-tub, with the rifle beside it; the river-bath, with a comrade, revolver in hand, keeping watch! In short, there is the true touch of Nature in the book, which tells of Tommy, the man. We learn what the country owes him; let the debt be paid!

The River War.

(By Winston Spencer Churchill, M.P. Longmans. 10s. 6d.)

A new and revised edition of Mr. Churchill's historical and descriptive account of the reconquest of the Soudan has been called for, and is edited by Colonel T. Rhodes, D.S.O. Its predecessor was in two volumes, but, by omitting some personal opinions, and curtailing appendices, the one-volume form has been arrived at, and the book, having been revised in the light of fuller knowledge, becomes a more useful narrative and permanent record of what occurred. The purpose is to recount the military operations of Lord Kitchener from April, 1896, to November, 1899, but the circumstances that led to the hostilities have their place, and the new volume is made complete by the addition of a chapter describing the destruction of the Khalifa and the end of the war. It is a very instructive piece of military history, which will ever occupy an important place in our annals. Later historians may throw greater light upon some inner circumstances, but Mr. Winston Churchill rendered valuable service in writing this narrative of events which he witnessed, and we are glad to welcome his new edition.

Italian Life in Town and Country.

(By L. Villari. Newnes. 3s. 6d.)

The "Our Neighbours" series, to which this volume belongs, made a rapid and distinguished success. The idea was excellent, and has been very admirably carried out, most competent writers having described French, German, Russian, Dutch, Swiss, and Spanish life in town and country in delightful books, to which the present is a worthy successor. Some may think there is a little of anti-clerical bias in the volume, but it may certainly be taken all in all as a most admirable treatise on its fascinating subject. The picture presented of the Italian people is, on the whole, most pleasant, though national defects and difficulties are not disguised. The character of the population, and its separation into classes, rich and poor, sharply juxtaposed, the social problems of the time, the position of women, political and religious life and thought, the Government and the public services, the peasant and the artisan, local administration, amusements, literature and art—all are described and discussed. The author occasionally writes with a bitter pen, as where, for example, D'Annunzio is utterly denounced, but generally the descriptions are cheerful and bright. It is good that abuses should not be spared. The reader will rise from the perusal of this book knowing the Italian people broadly if not profoundly. Nowhere else is such information accessible. This, indeed, is an original contribution to literature, and a most welcome addition to an excellent series. Like all its predecessors, it is well illustrated by carefully selected pictures, which are just sufficient for their purpose.

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SIDMOUTH. THE ESPLANADE.

THE BATHS AND CLUB.

ROUND THE WORLD.

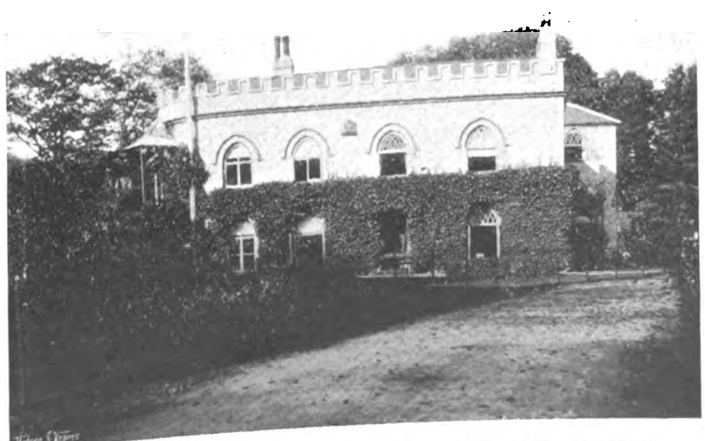
SUNNY SIDMOUTH.

THE claims of Sidmouth as a summer resort are already too well known to need recapitulating, but as a winter climatic station it is certainly deserving of a far wider reputation than it at present enjoys. The great charm about Sidmouth, apart from the beauty of its position is, from the medical point of view, its equability of temperature; although, on the other hand, compared with London, it is only 2½-deg. warmer in winter. The absence, however, of extremes is now recognised to have such an important bearing upon the suitability of places for people affected with various complaints, and more especially those who, having been long resident in tropical climates, contemplate settling in England, that the special claims of Sidmouth in this connection should not be lost sight of.

Another point in favour of Sidmouth is the large amount of winter sunshine which it enjoys, a fact the importance of which it is impossible to over-estimate in the selection of a winter station. Modern research has proved that the sun is the most deadly enemy of the baciilus of tubercle, while a large number of other microbes cease to exist when freely exposed to the sun's rays. The fact that the climate of Sidmouth differs so widely from that of some of the neighbouring towns and villages is due to the important part played by the surrounding semi-circle of hills, which not only add to its natural beauty, but have the effect of moderating the rainfall and increasing the sunshine. It is well known that hills divert rain-clouds, and in the case of Sidmouth they divert those from the west and south-west, allowing the town itself to escape with a comparatively low rainfall. The rainfall of Sidmouth during the last nineteen years averages 31½-in., as compared with 41½-in. for the whole of Devonshire. As the rainfall, however, is distributed over an average of 197 days, it is obvious that the amount falling on any particular day must be very small indeed; in fact, it is a rare thing to find a person confined to the house for a whole day on account of rain.

THE GLEN LOOKING SEAWARDS.

The climatic advantages of Sidmouth are such as to render it specially suited for the treatment of those diseases which nowadays are so effectually dealt with by means of the "spa" treatment. The subject of treatment by baths of the complaints most prevalent among English people has of late years been receiving considerable attention among certain eminent doctors in this country, with the result that it is now possible to obtain the self-same treatment at home as that given by most of the famous spas on the Continent. In the case of Sidmouth, long before the present bathing establishment was built the subject had been mooted, though it was not until 1893 that anything definite was proposed. In the autumn of that year a company was formed, and the erection of the present complete establishment started. The baths, although naturally on a very much smaller scale than those at Bath, are as complete as any in Europe. The baths occupy a site in the centre of the esplanade, in connection with which is the Sidmouth Club, and are within easy reach of everywhere. From the selection of the baths down to the fittings the proprietors have had the most expert advice. Either fresh or sea water can be used in any bath at any desired temperature. The fresh water, which is obtained from the Sidmouth Water Company's mains, is remarkably soft, and challenges comparison for drinking purposes with anything which the most favoured of inland towns can show, while for bathing purposes it is said to be most beneficial in the treatment of skin troubles and nervous complaints. The sea-water is supplied to tanks by means of gravitation at high tides, and by means of a carefully elaborated scheme provision has been made for its distribution through the building as two distinct services of hot and cold sea-water. The same provision has been made in respect of the fresh-water supply. In this way each bath has four services, hot and cold fresh-water, and hot and cold sea-water, which meet in mixing



THE ROYAL GLEN, CONTAINING QUEEN VICTORIA'S NURSERY.

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tanks, and can therefore be supplied in any combination. It should be stated that this is a special feature of the baths of Sidmouth and one of the utmost importance. Sea-water has been found to be one of the strongest natural mineral waters, whose component parts are not dissimilar to most other mineral waters. Thus by diluting sea-water it can be made to simulate very closely other well-known waters. On the other hand, if used in its natural state it is claimed to produce effects to which few of the others can lay claim. Take, for example, the Nauheim water, which contains about 2½ per cent. of common salt—rather less than the quantity contained in sea-water. It is found by diluting the latter that the essential conditions of this special water can be reproduced, and the treatment of the diseases of the heart according to the Schott method successfully carried out. Another popular form of treatment is the Aix Massage Douche, and those who have been in the habit of having this elsewhere will much appreciate the convenience at the Sidmouth Baths of being able to select not only the temperature of the water, but also its composition. It is scarcely necessary to add that the staff here includes the most skilled *masseuse*, which, as is well known, is undoubtedly one of the most important factors to successful treatment. The establishment also contains a Russian vapour bath, a Sitz bath, and a Needle bath. There are two dressing-rooms to each bath, an arrangement which many bathers will appreciate, as it thus obviates any necessity for hurry. Baths can be taken any weekday between the hours of 7 a.m. and 7 p.m., while the cost of the treatment is most reasonable and within the reach of everyone of moderate means. Visitors are recommended to obtain admission to the club which adjoins, as they will find it a most pleasant place in which to do their "cooling."

To revert to the early history of Sidmouth, we find that it first commenced to attract visitors in the beginning of the last century. It is interesting to mention that Sidmouth was honoured by the visit of Royalty in the year 1819, when the Duke and Duchess of Kent, accompanied by the little Princess Victoria, took up their abode at Woolbrook Glen, a photograph of which we reproduce here. At the present day the Royal Glen, as it is now called, has been converted into a high-class boarding establishment, and a more homely, comfortable residence it would be difficult to suggest. The proprietress is Miss Culverwell, who has every reason to be proud of being the possessor of so interesting a relic of our late Queen. One of the bedrooms was occupied as a nursery by Queen Victoria when a child, and it is said that some schoolboys, who were using a catapult in the adjoining fields, thoughtlessly fired in the direction of the house, and that one of the stones went through the nursery window where the Princess slept. Fortunately, no harm was done, but the incident naturally caused no little excitement at the time. The house also contains the death-chamber of the Duke of Kent.

The present hotel accommodation is totally inadequate, and in the summer, we understand, it is by no means uncommon for people arriving from London, without previously having

ALMA BRIDGE OVER THE RIVER SID.

engaged rooms, to have to seek quarters outside the town. There are two first-rate hotels on the front, the Royal York and the Bedford, but the accommodation is limited to only a few. The most charming hotel in Sidmouth is the Knowle, standing in its own grounds of about twenty-five acres. The hotel, which is now capable of accommodating eighty guests, was originally a cottage, built in the year 1810. After passing through various hands, it was purchased in the year 1881 by the Knowle Hotel Company, and is to-day without doubt one of the most charming hotels at which anyone could wish to put up. The views from the new south rooms are unparalleled, and command extensive views of woodland scenery, with now and again a glimpse of the sea.

The sea-front extends for a distance of about three-quarters of a mile, and is well sheltered from cold winds; in fact, in midwinter the power of the sun at midday is such that one might almost imagine himself basking in some sheltered spot on the Mediterranean, rather than in our much-abused England.

The walks in the neighbourhood of Sidmouth are charming and interesting to a degree. The pretty village of Salcombe can be reached by ascending the hill the other side of the river Sid, whence Sidmouth takes its name; and beyond Salcombe is Dunscombe, with its coastguard station. Following the course of the river Sid, both Sidford and Sidbury can be reached. In the other direction, Budleigh Salterton and Otter Valley both repay the walk, while in the outskirts of the town itself the lanes are such as one would only expect to find in Devonshire.

Devonshire is the producer of a store of good things, her cream and her cider having a world-wide reputation, while in the essentials of a health resort which combines perfect climate and sanitation with special means of treatment of the complaints to which the people of this country are heir, Sidmouth bids fair to become one of the most popular winter stations on the South Coast.

THE ROYAL YORK.
A favourite hostelry in Sidmouth.

A BIT OF THE BEACH.

NOTES FROM THE NAPLES HOTELS.

THE charming Bertolini Palace Hotel is just as popular as ever, and many distinguished guests have recently been staying there, among whom may be mentioned Count Goetzen, Governor of German East Africa, on his way from Dar-es-Salaam to Berlin, His Excellency von Thielen and wife from Sicily, and M. de Stalewiki, Conseiller de la Legation Imperiale de Russie at Bera.

Another popular hotel in Naples is Parker's, where the Baroness Minutillo and her daughter, and the wife of the Austrian Admiral commanding at Pola, are staying. The lounge at Parker's has recently been thoroughly renovated, and presents a most charming appearance with its pale green and pink wicker chairs, carpeted in a warm tone of velvet pile. There is always to be found a good supply of English and foreign journals in the lounge, which English visitors much appreciate.

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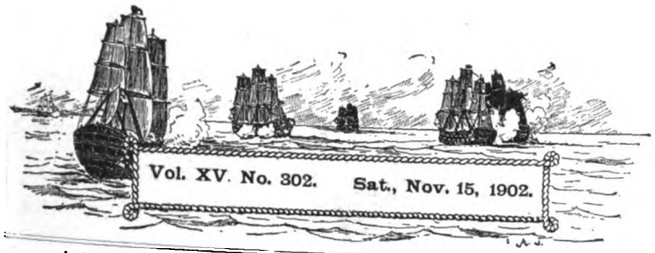

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MEMS. FOR NAVAL AND MILITARY MESSES.

MRS. HUNTER and Mr. Vining were responsible for a very attractive entertainment given recently at the Royal Artillery Theatre, Barrackpur, when the house was crowded with a most enthusiastic audience. Mrs. Hunter sang an old English love song, for which she received an encore, and then sang "Somebody Loves Me." Mrs. Barlow sang twice, and was as many times encored. Mr. Goward sang "Awake." Sergeant Clyde contributed two songs, and was also greatly applauded. Mr. Braithwaite played the accompaniments. The concert was followed by a farce, "Little Toddlekins," which proved most amusing. Mr. Lock, R.A., was a middle-aged spinster over 6-ft in height; Mr. Vining was her step-father, Brownsmith, Captain Hunter was Batiscombe, and Mrs. Hunter his daughter; Mr. Le Meurier was Captain Lollipop, and Mrs. Vining a maid servant. Later on the company gave the same piece at the Sealdah Institute, Mr. Vining again acting as stage manager.

It is stated that the Duke and Duchess of Connaught will arrive in India about December 27, travelling out in the battle-ship "Renown." Colonel and Mrs. Bingham, Major and Mrs. Clayton, Lieutenant Weston Jarvis, and Lieutenant-Colonel Beevor, R.A.M.C., will be of the suite accompanying them.

In Part XII. of "Britannia's Bulwarks" there is a picture which, in view of the forthcoming visit of the Colonial Secretary to the new dominions, possesses an exceptional interest. The cruiser "Good Hope" is shown in Table Bay, a really lovely picture in colours by Charles Dixon, R.I. The part, which contains this picture and three others, costs 6d. net, or may be obtained direct of the publishers, Messrs. George Newnes, Limited, 7-12, Southampton Street, W.C., post free for 7½d. Those who have not yet seen this work should take an early opportunity of doing so, for, considering the excellence of the artistic and literary contributions, it is marvellously cheap, and each picture is, moreover, well worth framing.

Miss Annie Rose, after an absence of eight years from the stage, will make her reappearance in "Lyre and Lancet" at the Royalty Theatre, where she last played under her own management. Miss Rose is well known in society, having married a scion of an aristocratic and noble house. She has formerly played at most of the West End theatres.

One of the latest recruits to the professional ranks is Miss Alys Bateman. She comes of a good family, and has for the last few weeks been successfully singing operatic selections at the Palace Theatre.

A good example of modern journalistic enterprise is afforded by a novel scheme just announced by the *Wide World Magazine*. This journal has despatched a special commissioner to Spain to travel right through that most romantic of countries as an amateur tramp. The tramp knows not a word of the language, and carries no outfit beyond a camera and a revolver. It will be seen that the trip opens up all sorts of exciting possibilities. The tramp's account of his experiences—which have already proved distinctly eventful—will be published in the *Wide World* month by month.

Messrs. John Wilson's Successors have for one hundred years enjoyed a unique reputation among those in the inner circles. To them the name of Wilson is synonymous with all that is excellent in table damask, sheetings, linens, curtains, handkerchiefs, etc. They are probably the only retail house in the world who have thrown away the traditions of the ordinary damask retailer, and have either made, or ordered, their own designs, and had them carried out to their own ideas as to quality and finish. For these designs they have gone to the highest sources obtainable, to artists like Walter Crane, Lewis Day, R. Anning Bell, Dr. Dresser, etc., whose names are household words to every lover of Art the world over. The table may have good glass and china and historic plate, but if these are placed on a commonplace tablecloth there is a want, and the *cachet* of good taste is broken.

Wilsons' keep quite an exceptional stock of patterns, sizes, and qualities, and can supply any crest or motto woven in. The managing director has had an almost unequalled experience in every process, and has made a special study of the machinery employed. Those who are particular about their bed furniture, their sheets, blankets, quilts, etc., should see what Wilsons' have to offer. All these they have made for them by the best makers in England and Ireland, in some cases carrying on a connection of eighty years and upwards. A great deal is still made on the hand loom, and for hard wear and sightliness is unequalled.

Wilsons' are always glad to submit outfit estimates either for home or abroad, and to suit these to the purse of their customer, equal attention being given to the modest £10 outfit as to that for £1,500. When the subject of room decoration comes up, they take a line of their own. They have their curtains, tapestries, and hangings designed specially for them; their Eastern rugs are the choicest, and in modern pile carpets they range from those at a very moderate cost to others which reach the very acme of luxury, the feet sinking into them as into a bed of moss.

Any colour scheme desired they can carry out, employing their new hand-stencilled designs for wall and window and door draperies, and being careful not to exceed in useless extravagance, but to give undeniable value. In lighter linen wares mention must be made of their embroidered linens for dinner centres, tea-cloths, etc., some of which are exquisite, and in pocket-handkerchiefs they make one which is unique. This is hand-woven in Ireland for them of fine light linen lawn. A narrow hemstitch, and a woven border inside, not too large, yet large enough, and distinctly a man's handkerchief, it can be compressed into a very small compass—the sleeve, tunic, or pocket—will last, and costs but 18s. 6d. a dozen, about half the usual price. A visit to the showrooms at 188, Regent Street is always esteemed, and enquiries for catalogues, etc., are at once attended to.

We illustrate one of the most recent designs of Wilsons' by R. Anning Bell. It is based on "Midsummer Night's Dream," and is in truth a work of high art.

Mr. Dan Godfrey proposes to give a series of concerts composed entirely of English music at the Winter Gardens, Bournemouth, conducted by the composers. In accordance with this scheme Mr. Landon Ronald on Thursday afternoon, October 30, directed an orchestral concert of his own compositions, which were enthusiastically received. The young musician also conducted at the Norwich Festival his song-cycle "Summertime," sung by Ben Davies.

Messrs. A. Treherne and Co. will publish within the next few days a new novel by Charles Gleig, author of "Bunter's Cruise," entitled "The Misfit Mantle." The book is light and amusing, and deals with the experiences of a nobleman who seeks refuge from the law in a fourth-rate boarding-house on the coast of the Bristol Channel. The motto, obtained by making a slight alteration in Shakespeare's usual punctuation, is this:

"There is a divinity that shapes our ends rough-
Hew them how we will"

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THE
NAVY & ARMY
ILLUSTRATED.

VOL. XV.—No. 393.] SATURDAY NOVEMBER 22nd, 1902.

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A NEW NAVAL G.C.B.

ADMIRAL SIR ROBERT HENRY MORE MOLYNEUX.

One of the most popular of the Birthday Honours has been the promotion of this gallant officer to be a Knight Grand Cross of the Order of the Bath. Besides holding some of the most important appointments at the disposal of the Admiralty, such as Admiral-Superintendentship of Devonport Dockyard, and the Presidency of the Royal Naval College, Sir R. More Molyneux has a distinguished war record, including the Russian War, where he saw service both in the Black Sea and the Baltic, and the Egyptian War, where he was in command of the "Invincible" at the bombardment of Alexandria in 1882. He also defended Suakin and the Red Sea Coast in 1884-85.

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STEPS TO . . . . FEDERATION.

MR. T. A. BRASSEY'S plan of Home Rule All Round, as a preliminary to the setting-up of a Parliament which would be truly Imperial (to which, that is to say, all the States of the Empire would send representatives), is attracting more notice. When we last drew attention to it, Mr. Brassey's voice was as a voice crying in the wilderness. While the war continued, men's minds had little leisure for looking ahead and considering the problems of the future. The present called for all our attention and all our energies. Now we have more time to give to the Imperial question as a whole. We are freed from the necessity of looking after one aspect of it to the exclusion of other aspects. Naturally such views as those which Mr. Brassey has thought out so carefully, and which he expounds so well, come in for a fairer share of notice than they received before.

His main idea is this. The Colonies will only consent to take their part in bearing Imperial burdens on condition that they are given "a constitutional voice in the control of Imperial policy." They are not likely to act under orders from Downing Street. That is a habit they dropped long ago. It is not natural to expect that they should pledge their support to British policy in every part of the world if that policy is determined without their aid. The principle of allowing the Colonies to exercise some control over the external relations of the Empire has been already conceded. It was agreed by the Colonial Premiers and the Colonial Secretary last summer that regular Conferences should be called not less than every four years, and more often if it seemed desirable. But something beyond this, something more regular still, is needed—some permanent body representing the whole Empire and able to decide upon urgent matters of policy without a *referendum* to local legislatures. To add Colonial representatives to the Privy Council or the House of Lords would be insufficient, for neither the Council nor the Upper House controls expenditure. That is the business of the House of Commons.

Then why not allow members from the Colonies to sit in the Lower House? Because that House does not deal solely or even chiefly with Imperial questions. It is concerned with the local affairs of the United Kingdom quite as much as with matters which relate to the Empire as a whole. Colonial members at Westminster would have no interest in our Education Bills and London Water Bills, in English local government, or Scottish licensing questions, or Irish land purchase, or Welsh disestablishment. Even if they did busy themselves with these things, it would be unfair to the inhabitants of the United Kingdom to allow them to decide upon such points.

What, then, is the most sensible line of advance towards the consummation devoutly to be wished—towards the eventual creation of a Parliament which shall be Imperial in fact as well as in name? To begin, says Mr. Brassey, by establishing Federal Government within the United Kingdom. We may presume that he intends to speak of Federal Government on the same lines as it exists in the Dominion of Canada and the Commonwealth of Australia. What this would mean would be that local Parliaments should sit in England, Scotland, and Ireland to deal with questions affecting England or Scotland or Ireland alone, and that a more important legislature should decide the wider questions which affect the whole kingdom. Then, above this again, there would be yet another body, the most important of all, to which would be entrusted the discussion and settlement of matters that concern the whole Empire.

"Devolution" is the tendency nowadays beyond a doubt. We have councils for county affairs, and councils for borough business, and councils for parish matters even. Adapt the analogy to the affairs of the British race, and you would have three kinds of Parliaments on the lines indicated above. There are good reasons for introducing a change of this nature, even without the spur which drives us on to seek some workable scheme of Imperial Federation. The House of Commons has far too much to do. It cannot attend properly to the business of the United Kingdom even. It spends its time and energy upon small matters which could quite well be settled by local deliberation, and it has not enough time or energy left to deal satisfactorily with legislation of general interest. Incidentally, too, such a scheme as Mr. Brassey explained to the Royal Colonial Institute last week would give the Irish question a chance of settling itself. It deserves, therefore, on every ground, respectful consideration.

A WELL-MERITED MEDAL.

MOST of us think we have too many Orders and medals already. They were valued more when they were fewer in number. It will soon be a distinction for a public man not to be a C.B. or a K.C.V.O. or a member of the Imperial Service Order. But among recent innovations of this kind, the one which was announced last week is certainly not open to unfavourable criticism. Among all who received medals to commemorate their services in connection with the South African War, the Merchant Service officers who served in transports had been until the King's Birthday most unfairly left out. That this neglect has now been repaired is no more than bare justice to a body of men who well earned the nation's gratitude in a time of great stress by their very valuable services. It is only fitting that this gratitude should be properly and openly expressed through the usual public channel.

We are so accustomed to sending troops abroad—though we had never before in all our history undertaken this operation upon so large a scale as during the late war—that we have got accustomed also to thinking that the transport arrangements are very much a matter of course. This speaks better than a whole volume of praise could do for the efficient and energetic manner in which these arrangements are made and carried out. The plans, of course, are the business of the Admiralty, and, in particular, of the Naval Transport Department, which is one of the departments under the control of the Junior Naval Lord. But the execution of the plans is the task of the Mercantile Marine, and admirably indeed do they accomplish it. Over 625,000 men were carried in hired transport vessels from beginning to end of the war, and altogether these transports covered in their numerous journeys 6,000,000 miles. This sounds well, but better is to come. During the whole time not a single life was lost from any cause directly connected with the handling of ships, and only two accidents of any seriousness were put upon record—one, the loss of the "Ismore" off St. Helena, the other, the fracture of the "Persia's" shaft, a mishap which is by no means uncommon, and is seldom due to actual negligence.

As to the tact and courtesy with which the officers of the Merchant Service discharged their duties—duties often difficult and calling for the exercise of self-restraint in provoking circumstances—there is only one opinion. If these men do not deserve a medal to keep in remembrance their services to the Empire, no one does. We are right glad that they have their deserts, and we are especially glad that they should receive it from the Admiralty's hand.

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THE REBELLION IN MOROCCO.

THE cause of the present trouble in Morocco may be attributed to the great favour shown by the Sultan Adb El Aziz to Europeans and European civilisation. His reforming spirit would purify the administration of the country of bribery and corruption, which are everywhere the sources of income of the local Baschas, and such a Sovereign, of course, it is not to their interest to hold in power, and they have excited rather than allayed the suspicion and mistrust caused by European favour. In order to hide their own intrigues the insurrectionists state that the new reforms are contrary to the laws of the Koran, and whilst more particularly directed against Europeans, the rebellion is said to be in favour of Mohammed, the Sultan's brother.

The country is now in revolt, and expeditions are organised against the Berbers, the Zeymours, and the Zairs. The uncle of the Sultan is leading one of these expeditions in person, and the whole of the Army has been mobilised. The Berbers have raided Moquinez, at Fez and other places Europeans are guarded in their own houses, and two British subjects have been murdered.

In North Morocco the situation is very grave, especially so at Tetuan, where the Europeans are in danger from the wild Kabyles. The city of Tetuan is situated at the foot of Mount Omar on the river Wadi, about ten miles from the sea, the port being about a mile down the stream. It is on the east side of the promontory which forms the north-western portion of Morocco. Tangier is forty-five miles away, a great part of the journey being by mountainous bridle paths.

The Benider Kabyles, who demanded the surrender of several Moorish prisoners, including the murderer of a British subject, are now in open rebellion. On the Bascha of Tetuan refusing their demands they carried out their threat by attempting to raid the town, and in the engagement which ensued the soldiers of the Sultan were outnumbered and compelled to fall back on the town. The people of this country are the most fanatical in the world, and, contrary to the usages of Turkey and Egypt, one cannot enter the mosques in any part of Morocco. In Tetuan alone, a city of 23,000 people, there are forty mosques. The springs in the mountains of Zarka, behind Tetuan, are noted for the purity of their waters, and the mountains themselves are remarkable for their rugged grandeur. At this crisis, when the lives of the few Europeans in Tetuan are in great danger, naturally it is to Ceuta, the Spanish convict settlement, that they should look for help.

Ceuta is thirty-five miles away in an almost northerly direction. It is almost impossible except for a very strong force to march through a hostile country such as this—a country of hills and valleys, gorges and ravines—resembling as it does in many respects the battle grounds of South Africa. There is, however, one great difference: many of the hills and mountains are covered with dense bush, affording excellent cover.

The Commandancia-General of Ceuta has sent to the mouth of the Wadi the only two Spanish vessels available. There have also started for the same destination the cruisers "Furious," "Pactolus," and "Prometheus," the intention being to embark the Europeans. The crews of these three vessels number over 900 men, and should prove useful should occasion arise.

THE TOWN GUARD OF TETUAN.
Leaving to meet the rebels on the first alarm.

THE SPRINGS OF ZARKA.
Midway between Tetuan and Ceuta, a rebel stronghold.

Photos. Copyright

THE TOWNSHIP OF CEUTA.
Whence the reinforcements were sent.

"Navy & Army."

AT THE GATES OF TETUAN.
Guards examining travellers' passports.

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CADET CORPS AT CAMBERLEY.

CARTHUSIANS AFTER THE FIGHT.

A good soldier's first cares, it has been said, are his rifle and his feet. Carthusians evidently believe in looking after the inner man as well.

ALLEYNIANS ON THE FIELD.

The Metropolitan Public Schools were represented by a strong contingent from the Dulwich College Cadet Corps.

Photos. Copyright. THE GREY AND LIGHT BLUE RESTING. *A. H. Fry.*

The Etonians (who form a battalion in themselves) are a familiar feature of the annual manœuvres of Public School corps at Camberley.

The annual autumn manœuvres of the Public School Cadets took place this year in the neighbourhood of Camberley, when the following nineteen schools were represented: Northern Force, under Lieutenant-Colonel G. J. R. Glünicke—Bedford (120), Tonbridge (160), Eastbourne (130), Epsom (50), Wellington (150), Bradford (150), Sherborne (100), Reading (70), Brighton (60), Lancing (50), and Hurstpierpoint (65). Southern Force, under Major A. A. Somerville—Eton (300), Charterhouse (200), Harrow (150), Dulwich (180), Merchant Taylor's (60), Cranleigh (60), Whitgift (60), and Chigwell (35).

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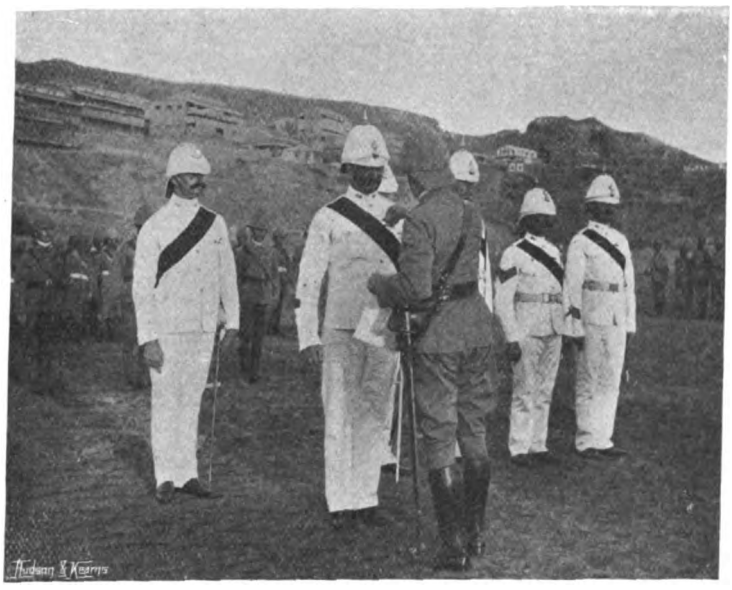
THE 2nd ROYAL DUBLIN FUSILIERS.

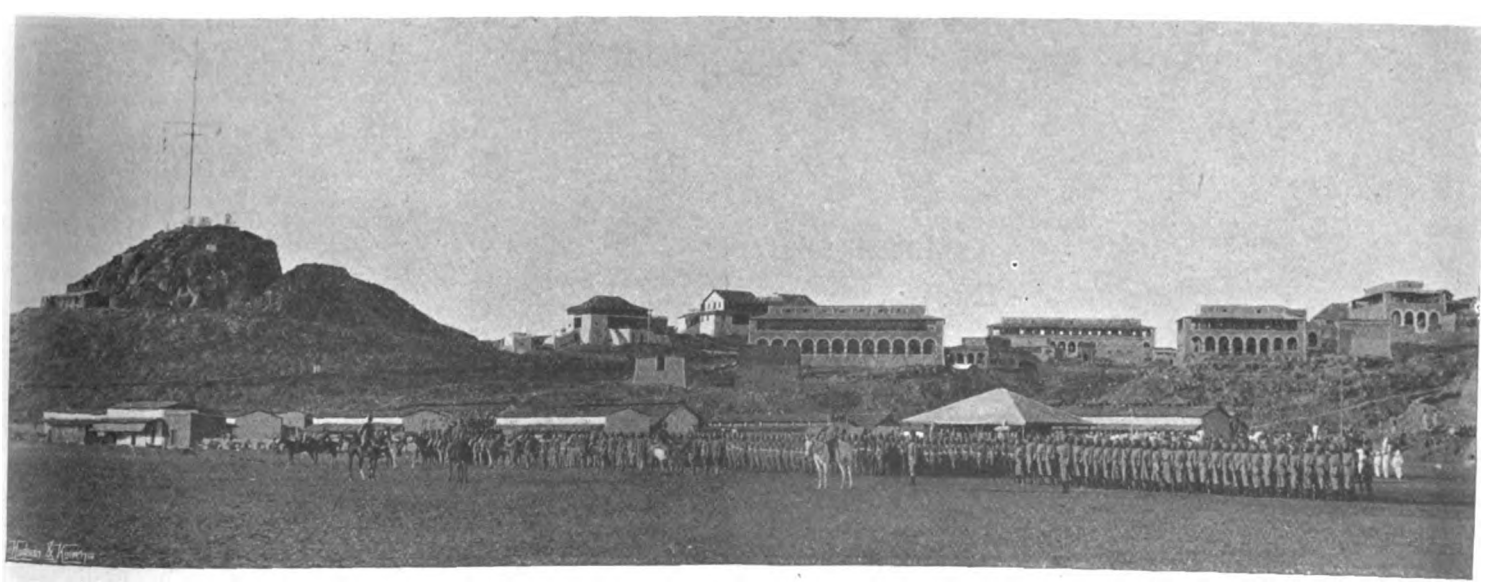
THE 2nd Battalion Royal Dublin Fusiliers during the South African War well maintained their *nom de plume* of "The Old Toughs," and very tough the Boers found them, too, and their name and fame are world-wide. This battalion was engaged from the commencement right through to the end of the campaign, and especially distinguished itself during the terrible fighting at the battle of Talana Hill. A very strong Boer force, consisting of several different columns, had been converging on General Sir William Penn Symons's camp, situated just north of the Glencoe-Dundee Railway, for some days, gradually but surely penning him in, and on the evening of October 19, 1899, it was clear to the British general that the time was very near when they would attack. General Sir George White was unable to reinforce him without exposing Ladysmith, and General Symons had therefore to determine his own course of action. As the morning of October 20 dawned the enemy were sighted on the top of Talana Hill at about 5 a.m. Shortly after, a shell fired from a range of 5,000-yds. hurtled over the heads of our troops, and the long-expected attack had commenced. The British general, who had resolved to drive the Boers from their position on Talana Hill by means of a frontal attack, issued his orders clearly and without the least sign of hesitation. He attacked from the north and west, and sent the 18th Hussars round to his left flank to cut off the enemy's retreat, this regiment thereby serving two purposes—that of strengthening the British left and cutting off the Boers' retreat. The 2nd Dublins were entrusted, with other regiments, with the main frontal attack. The ground over which they had to advance was very open, furnishing fine rifle practice for the Boers, and soon from every part of the hill a perfect storm of shot swept the broad front of the British advance. Through this awful hail of shot the first line pressed on, men falling fast, but the Dublins, on the left, slowly gained ground. Fighting with that splendid tenacity for which the regiment is famed, they struggled forward, still forward, eventually reaching the wall of Smith's Farm, which was held by the enemy, and holding it doggedly, in spite of all efforts of the Boers to drive them back. About noon, our shell-fire having thoroughly demoralised the enemy, the British prepared for a last rush, and word was sent to the British batteries to "cease fire," as the infantry was about to storm. As soon as the guns had ceased, the infantry bounded over the wall, and rapidly began the ascent of the precipitous ground in front. The distance was short, and our men, hardly pausing to fire, eager to get to close quarters, dashed over the crest and ran in with the bayonet. It has been estimated that during this action the Dublins lost five officers and fifty men, which, considering the fierce fire the Boers had maintained during the attack, was not disproportionate to the success obtained. It was during this engagement that the gallant General Sir W. Symons lost his life, which was deeply regretted by the whole of the men under his command. This is only one instance of the dash and daring with which the Dublin Fusiliers fought throughout the whole campaign. During the battle of Colenso the 2nd Dublins formed part of Hart's Brigade, to which was allotted the task of crossing the Tugela at Bridle Drift to support the 2nd Brigade, which was to cross at Colenso. Time after time did this regiment add to its record of deeds of pluck and daring. It was the last to leave Ladysmith before the investment, and had the honour of being the first to re-enter after the relief. Not only has the regiment obtained honours during this campaign, but during the Peninsular War and Indian Mutiny it executed deeds that will live for ever in the annals of the corps. At the relief of Lucknow it held a similar position of honour as at the relief of Ladysmith, by being the first regiment to enter the beleaguered city. All Irishmen take a legitimate pride in the fact that the roll of fame of the corps is replete with familiar names which abound throughout the hills and valleys of the Emerald Isle.



HONOURS FOR THE BRAVE.

The presentation of medals for distinguished service.

On the day that the regiment left Durban, enthusiastic Natalians, anxious to see the good old "Dubs." sail, came down in crowds to where the transport "Sicilia" was lying. The trams running down to the port were simply packed during the early part of the afternoon. The regiment, numbering about 21 officers and 560 men, had embarked in the transport in the course of the morning, and everything was in readiness for sailing. The decks by half-past two were literally impassable, the Dublins clustering and clinging to the rigging like bees, while the officers and members of the Irish Association, who also came to give the regiment a good send-off, were on the upper deck. The centre object of interest was the magnificent address from the Natal United Irish Association to the regiment. This address was full of praise for the officers and men who had so well upheld the name of the regiment, and referred to the marvellous bravery which had been shown by them and the manner in which they had fought and overcome the many hardships that had been encountered. At the conclusion of the ceremony, Mr. Thomas Green, who was introduced as the oldest Irishman



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ON PARADE AT ADEN.

The battalion parading on the occasion of the presentation of medals.

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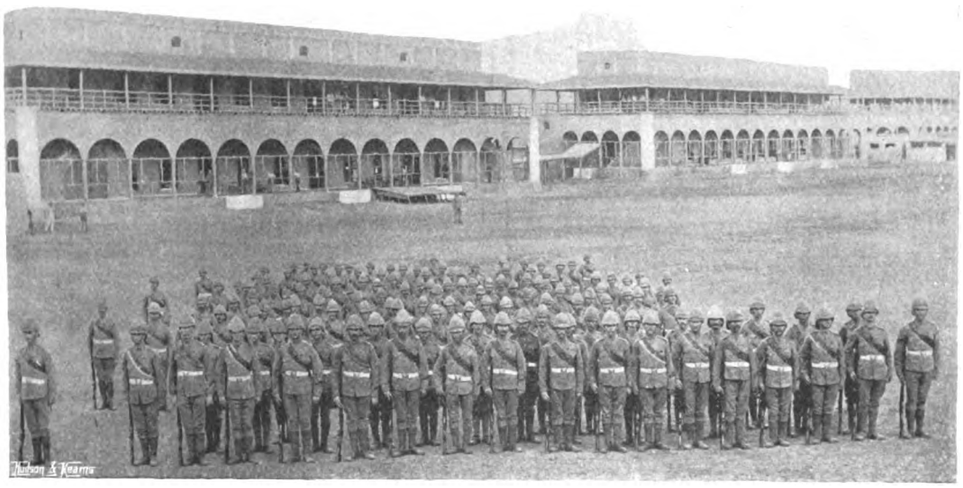
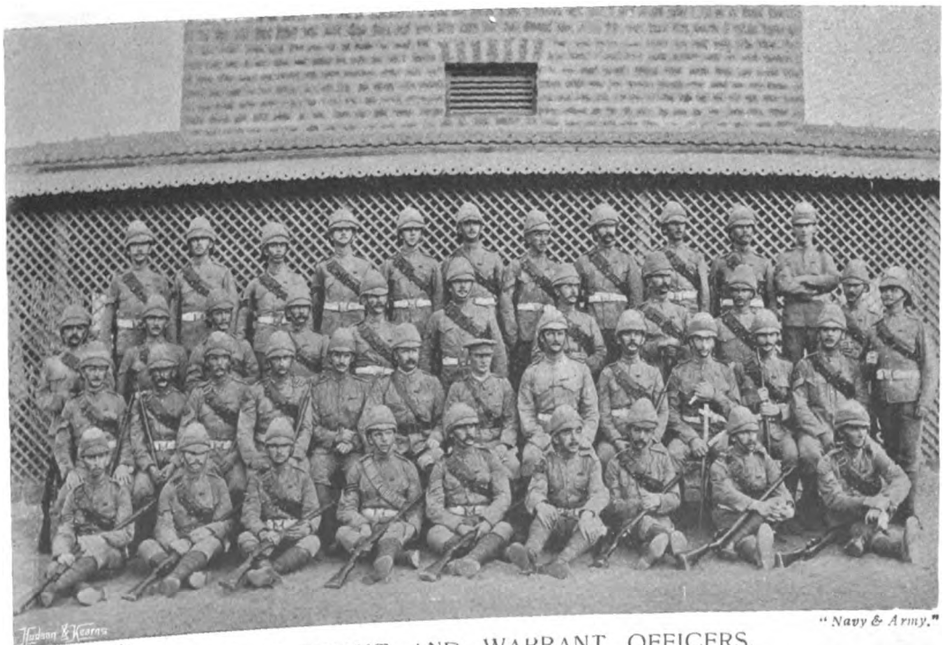


HEROES ALL.

Officers and men of the battalion on the parade ground.

"WELL DONE, DUBS."

This picture is the remaining half of the battalion, of which the top picture is the first



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THE ADJUTANT AND WARRANT OFFICERS.

Among this group are several who have been decorated with medals for distinguished service.

and oldest soldier in Natal, and received a warm reception from the "Dubs.," said that Natal and Durban had much to thank the Irish brigade for, and that with great interest the people of the two colonies had watched their progress. At the conclusion of his speech he wished them all God-speed, amid the loud applause of his audience. The "Sicilia" left for Aden during the evening with the good wishes of all.

From the accompanying illustrations of the regiment shortly after its arrival at the port of Aden, our readers will see that its name for steadiness is not a vain one. The lower picture on the first page of this article shows the whole battalion parading on the occasion of the presentation of medals, for distinguished service in the field, to Sergeant-Major P. Sheridan and Colour-Sergeants Church, Hunt, and Connor. In addition to these, the West African Medal was presented to Lieutenant Brittan, and the Long Service and Good Conduct Medal to Quartermaster-Sergeant French. We have it on good authority that there are at present serving with the regiment six officers gazetted D.S.O.'s and fifteen non-commissioned officers and men recommended for or holding medals for distinguished service. This is a record that the gallant "Dubs." may well be proud of. It will be remembered that it was to this corps that the gallant little Bugler Dunne belonged, who was presented with a magnificent silver bugle by the late Queen Victoria in recognition of his bravery during the battle of Elandslaagte. During the regiment's stay at Aden it soon became very popular with the inhabitants there. On March 18 the members of the sergeants' mess gave an "At Home," which proved to be a great success. A very large number of guests availed themselves of the invitation, and, if one may judge by their smiles and beaming faces, thoroughly enjoyed and appreciated the sergeants' hospitality. Songs, recitations, and toasts were the order of the day. The toast of the evening was "St. Patrick and the Shamrock," proposed by Quartermaster-Sergeant French, whose request "to wet the Shamrock once more" was most heartily responded to by all present. An item of the evening, which is perhaps unique in the history of sergeants' "At Homes," was that of one of the guests—an Italian—singing a song in his native tongue, at the conclusion of which he was most loudly applauded and encored again and again. The health of the Italian guests from the war-ship "Governollo" was proposed by Captain Lowndes, who referred to the close friendship which existed between Great Britain and Italy, after which the toast of "The King" brought to a conclusion one of the most enjoyable evenings spent in Aden, and one that will be long remembered by all who were present.

The 2nd Dublin Fusiliers are due to arrive home at the beginning of March, 1903, and no doubt a very warm welcome will be accorded them, and one which they fully deserve after their long absence and valuable service.

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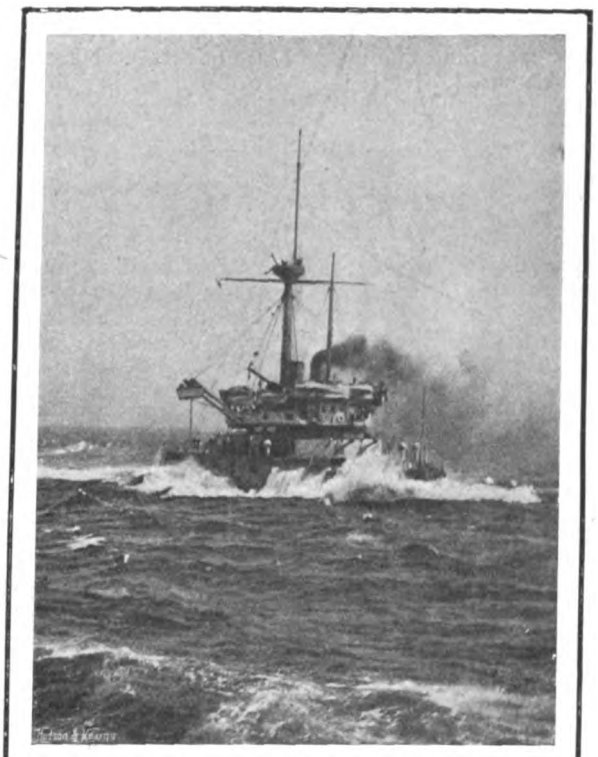
THE SEA-POWER OF THE NATIONS.

A Record of Policy and Progress from Week to Week.

By JOHN LEYLAND.



A BATTLE-SHIP IN A HALF-GALE.

MORE than once in these columns have I endeavoured to draw attention to the supreme necessity of fixed and ascertained national policy. Manifestly it is only by the adoption of such policy that means can be shaped to ends. Recently we read in the Colonial Conference Blue Book the statements made by Lord Selborne and Mr. Brodrick upon questions of Imperial Defence before the representatives of the Colonies. The First Lord of the Admiralty said what was excellent. He proclaimed that the sea is all one, and that the British Navy must therefore be all one—that its business is to seek out the ships of the enemy wherever they are to be found and destroy them, and that at whatever spot or in whatever sea those ships are found and destroyed, there the whole Empire will be simultaneously defended in its territory, its trade, and its interests. He denounced any idea of localising Naval defence, and had in his mind a Navy supreme and efficient for its purpose. Mr. Brodrick, on the other hand, contemplated an inefficient Navy, a Navy which would not perform its office of protecting our shores, and he told the Colonial Premiers that we have a large number of troops "employed in various positions for the defence of London, and for strategic positions which might be threatened in case of invasion." Here, then, are two responsible statesmen who regard matters of quite capital importance from antagonistic points of view, and who lay ideas in which there is no principle of agreement before Imperial representatives assembled in conclave to arrive at a conclusion as to certain essentials of Imperial Defence. What is the function of the Joint Naval and Military Committee on Defence, of which the Under-Secretary of State for War is president? Was that body, which was created to co-ordinate the plans and ideas of the Naval and Military authorities, set in motion when this important matter was being discussed? Has it received that intellectual reinforcement which we learnt from official lips was so much and so urgently required? These questions are put because it is clear, even to those who think least, that unless we know what we are to do, we cannot make ready the means for doing it.

It is impossible to look into history, or survey the world, without seeing how futile are the efforts of those who undertake great enterprises without having defined the policy that should have informed their proceedings, and without having taken all those steps by which alone their purposes could be achieved. We may think of the Marchand Expedition, and see how, in pursuit of a mere ideal, a handful of gallant men was sent forth to accomplish an object which it was impossible in such a way to attain. We have now before us a very striking example of the instability of national institutions in the action taken by the French Minister of Marine. Now the history of the French Navy for the last twenty years or more has been one full of fitful efforts exerted in various and often in contrary directions. In February, 1803, Napoleon wrote to Decrès, his Minister of Marine, urging upon him the vast importance of Naval preparation, and telling him that the first year of ministry was a year of apprenticeship, and the second one of action. A record of French Naval Ministers for many years back shows that some of them have not even completed their apprenticeship, and that very many of them have been granted but one year of action before being succeeded by the apprenticeship of their successors. I take it, therefore, that French Naval administration is a valuable example of what should not be. Happily there is no such instability in our own Admiralty, but, on the other hand, a constant purpose; but what I desire to point out is a tendency to instability in the general direction of the Naval and Military preparations of the Government. The Cabinet does not seem to observers to be grasping real essentials, and the conclusion is inevitable that it cannot arrive at right and reasonable plans if the heads of the Naval and Military forces in Parliament hold irreconcilable views.

Let me take occasion of the vagaries of M. Pelletan to illustrate how disastrous in all matters of preparation is a want of the policy upon which preparations should be based. For something like half a century violent discussion has taken place among our neighbours as to what the essentials of their Naval preparation should be; and to such an extent has discussion gone on, that veritable schools of thought have arisen which alternately gain sway. Some advocate vessels of small displacement, others of large dimensions; there are those who have opposed protection, and others who have strongly advocated it; some give the preference to the gun, and some to the torpedo; not a few demand extreme speed for vessels of all classes, while others are content with a moderate rate. There are those who condemn battle-ships as antiquated weapons, and declare that success is to be attained by the cruiser, the destroyer, and the submarine; many are those who think that victory can be won by the *guerre de course*, and there are others who can see no achievement apart from the action of squadrons. Each school proclaims that within a few years the vessels it condemns will have disappeared; and the influence of such conflicting ideas may be traced plainly in the growth of the French Navy.

Nevertheless, it appeared that with the adoption of the programme of November, 1899, some finality of policy had at last been reached. The Senate gave its sanction on December 7, 1900, and before January 1, 1907, six battleships and five armoured cruisers of large displacement were to be built, with smaller vessels in great number. It was pointed out that for the first time in thirty years the Navy, the Government, and the Chamber were of one accord, and the day of uncertainty seemed to have been left behind. But now once again everything is upset. The vessels which were to have been built are delayed by the direct intervention of a Minister who is in what Napoleon would have called his apprenticeship. Truly he appears to have a prentice hand at his work, but that is scarcely our affair. What is desirable to point out is that the Superior Council of the Navy, which included nine flag officers, the very men upon whom France has chiefly depended, laid down this scheme after long deliberation. It was carried through the Parliament by logical argument, and the late Minister, M. de Lanessan, proclaimed it to the public in an anonymous volume entitled "Le Programme Maritime," which carried very great weight, inasmuch as it included a popular exposition of the plan, and also the *pièces justificatives* upon which it was based.

It is not an edifying spectacle to see a responsible Minister haggling with two of his predecessors over the steps which he has chosen to adopt. Those who deal inefficiently with one part of an administration are not likely to be sound in another. Accordingly we find that the French squadron in the Mediterranean has had its fighting value taken out of it by being provided with reduced complements, and that when it lately went to sea it was too short-handed to undertake its target practice. We discover a desire to patch up the administrative system, with the result that useless and expensive functionaries are introduced. We are made acquainted with eccentricities like the favour given to M. Pictet. We hear that discipline in the Fleet is tampered with through Ministerial interference, and we find that promotions are delayed, and that dissatisfaction spreads everywhere.

The lesson of all this is that M. Pelletan is giving another illustration of the effect of unstable policy, and is at the same time inflicting a serious blow upon his country. In England we live under happier auspices, but our satisfaction is only in regard to the special administration of the Navy, which, indeed, is conducted with prevision and earnest purpose. But, when we find other officers of His Majesty's Government

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showing no conception whatever of Naval defence, and insisting upon conditions which imply that the Navy is going to fail, we cannot lose sight of the fact that money is likely to be expended where it should be spared, diverted from the sea to the shore. That is a danger of which all who have the welfare of the country at heart should beware and which may be commended for consideration to the taxpayers at large. Such misconceptions of defence have in the past led to a prodigious wastage of national money and endeavour.

THE NEW ARGENTINE CRUISER.

THE launch of another armoured cruiser—the "Rivadavia," at Messrs. Ansaldo's yard, Sestri Ponente—is a fresh indication of the vigorous policy now being pursued by that enterprising State of South America. Already, in the "San Martin," "General Belgrano," "Pueyreddon," and "Garibaldi," the Republic possessed excellent vessels of the class, but the "Rivadavia"—named, like the others, after a national patriot who played a large part in the making of Argentina—is stated by the builders to be an improvement upon any of them. Messrs. Ansaldo have made a speciality of the construction of armoured cruisers, and their yard is the busiest in Italy. The launch took place with much ceremony on October 22, when the political, civil, and military officers gathered at the yard to honour the event, while the battleship "Lepanto" saluted the new cruiser as she entered the water. The relations between Italy and Argentina are most friendly, and several of the Argentine cruisers were originally built for Italy and transferred by agreement before completion. The religious ceremony at the launch was performed by the Archbishop of Genoa, Monsignor Pulciano, in full canonicals, and a temporary altar had been erected, from which he passed through the ship, blessing her in solemn form as he went.

Then came the civil ceremony performed by Mme. Garcia, wife of Captain Garcia, president of the Argentine Naval Commission. The yard was adorned with flags, and a large and fashionable assembly witnessed the proceedings. The lady, escorted by Signor Nabor Soliani, director of the works, and Senator Bombrini, chief of the establishment, proceeded to a stage which had been erected, and, breaking the traditional bottle of champagne against the vessel, pressed an electric button, which actuated the machinery, knocking away the dogshores, and setting in operation the rams. The stately vessel then glided down the ways and entered the water without any mishap, amid the plaudits of the crowd and the sounds of the Argentine National Anthem. Unfortunately a fragment of broken glass from the champagne bottle struck Signor Del Balzo, sub-director of the yard, on the forehead, inflicting a nasty wound, but he was able to attend the lunch.

In his speech Signor Soliani told the guests that the "Rivadavia" is not a copy of the "Garibaldi" and "Cristobal Colon," but a considerable improvement on either. The cruisers of the same type are of about 6,880 tons, but the new vessel displaces 7,500 tons, and with her twenty-one knots has one knot better speed. A full description of her is wanting, but she seems to have the same armament of two 10-in. and fourteen 6-in. guns, with some 4·7-in. guns, as in the sister vessels, though the "San Martin" has four 8-in. guns and ten 6-in. Another vessel of the class is in hand at the same yard, named "Mariano Moreno."

The present state of the Argentine Navy, apart from the published lists of ships, being not well known, it may be interesting to describe something of its resources. In 1891 the officers numbered 321 on the active list, and included 1 rear-admiral, 17 captains, 59 commodores, 76 first lieutenants, and 29 sub-lieutenants. There is also a corps of engineers and it is worthy of note that a special electrical corps has been created, comprising a chief electrician and thirteen others. The Naval School is at Flores, and there is an establishment for engineers on the North Basin at Buenos Ayres, which has every facility for work. Men are recruited largely from the National Guard, 2,000 being drawn yearly by ballot, and are enrolled in the first reserve after serving the prescribed period at sea. This reserve can be called out at any time, but the second reserve, to which they are transferred after a time, is available only in the event of war, for which it is estimated that at least 10,000 men would be required.

The headquarters of the fleet are at Buenos Ayres, but there is also a dockyard at La Plata, with a torpedo division and a submarine mining establishment. The ordnance depôt is at Zarate, on an affluent of the Parana, and there are Naval depôts on the island of Martin Garcia and at Tigre on the river Lujan. Considerable Naval establishments exist also at Bahia Blanca, where there is a defended port, with repairing shops, a very fine dry dock, and large stores. This place is assuming greater importance, and is but one instance of the zeal in Naval matters displayed by the Argentine Republic.

The question of Naval training has been boldly grasped, and some years ago a very fine training-ship, the "Presidente Sarmiento," was built by Messrs. Laird at Birkenhead for instructional purposes, and has lately been at Liverpool.

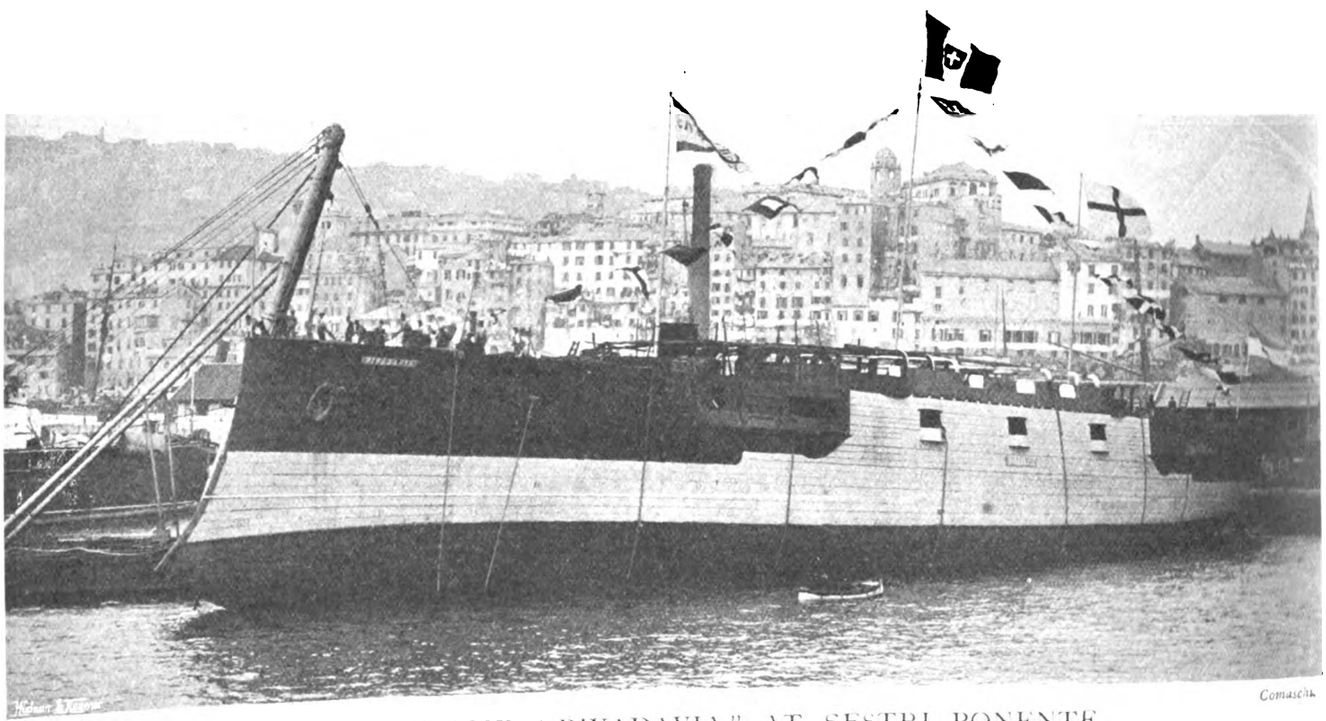

Photo. Copyright. LAUNCH OF THE "RIVADAVIA" AT SESTRI PONENTE.

The new cruiser in the water.

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6th DRAGOON GUARDS.

SWORD v. LANCE.

ROUND THE MILITARY CLUBS.

WHAT SOLDIERS ARE THINKING, SAYING, AND DOING.

By RANGE-FINDER.

6th DRAGOON GUARDS

THE visit of the German Emperor to Shorncliffe and his inspection of the 1st (Royal) Dragoons, of which regiment he is the Colonel-in-Chief, is an historical event of no small significance. It is the first occasion upon which a foreign monarch has welcomed back a British regiment from active service by right of being able to command that regiment. The compliment implied is a very high one. It is a high compliment to a splendid cavalry regiment, and, if we may say so, a very considerable compliment to any man, be he Emperor or other, to be able to command such a regiment as the "Royals." But it is not my intention to deal with the ceremony at Shorncliffe; that has been made general knowledge by the daily Press. But I should like, as one who has had the privilege of often seeing the Emperor, to discuss him, not as "Linesman's" commander of forty millions of beer-swilling Teutons, but as the English gentleman, a *rôle* which the German Emperor loves to adopt, and which he fills with extraordinary aptness. At Shorncliffe the Emperor was essentially an Englishman, and right well he looked in the uniform of an English Dragoon. I have never seen him in a uniform which suited him better. I have seen him as an Admiral—British and German—as a Field-Marshal, Black Brunswicker, Cuirassier of the Guard, Infantry of the Guard, Red Hussar, and Deer-stalker, but it is as a Royal Dragoon that he looks his best. And mighty happy he was as a Royal Dragoon! The opening words in his speech seemed typical to me of the spirit in which he approached his task. There was no mincing matters, no stickling over formality. We are used to the general formula: "Colonel Dash, officers, non-commissioned officers and men of the 1st (Royal) Blankshire," etc. From the highest in the land, to the merest colonel on the staff doing his bi-yearly inspection, we hear it every day. Not so the German Emperor. His mode of address carried the dignity of command, tempered with the familiarity of comradeship. "'Royals,'" he said, "'Royals,' it is a great pleasure," etc. Now if there is one thing that the Emperor knows how to do, it is to play the part that he has in hand; and when he is amongst Englishmen he interlards his conversation with little idiomatic phrases and "slang ends," which are meant to impress his hearers with his familiarity with the language. The story is told how, when the Emperor marched past the late Queen in front of a squadron of the "Royals" at Aldershot, one of the officers' chargers got out of hand at the sound of the massed bands, and went past the Emperor like a flash of lightning. In the evening this officer, amongst others, was presented to him. The Emperor smiled as he shook hands, and said: "Hullo, you were in a great hurry this morning—you wouldn't wait for me!"

Another thing which moves him to mirth is the white ducks which are worn by the members of the British Embassy in Berlin. "Hullo, another pair of clean trousers!" has more than once broken the chill dignity of an official reception. There is nothing that he likes better, when in England, than getting away quietly to where he can make conversation with the officer in command of a guard, or a sentry. He will then discuss tactics, high or low, with great delight; but the story is told how he was defeated by a gardener during one of his visits to this country. The gardener was busy pruning roses, and such action at once appealed to the Emperor's omnipotent mind. He was prepared to discuss any point of horticulture; but the gardener was of the old-fashioned sort, and met the advances with an abrupt, "I aint got no time for foolish conversation." Wilhelm II. is a fine fellow, and every inch an Emperor. In spite of his high degree, he was able, so I am told, to impress everyone at Shorncliffe with the feeling that he was also a real good hearty comrade; and with Englishmen he loses nothing by this attitude.

While on the subject of the Emperor and his British regiment, it is interesting to note that the "Royals" served practically throughout the war in South Africa without a single disaster of any kind. Very few cavalry regiments can claim such a record; and the "Royals" can well congratulate themselves, since they were called upon to operate in the most difficult and dangerous areas of the two new Colonies. A regiment which, acting as the "Royals" did as an independent column, operated in the Magaliesberg and Western Transvaal for three months, must have impressed Delarey, Kemp, and Co. with their fighting quality, or some attempt would have been made to involve them in disaster. But they were commanded by a good officer, and the officers of the regiment, as a whole, were second to none in any cavalry regiment, and it is to this that they owe their success. It is a curious coincidence that the three regiments which originally formed the Union Brigade at Waterloo should have produced the best among the more junior cavalry leaders in South Africa. These three regiments were the 1st (Royal) Dragoons, the 2nd Dragoons (Scots Greys), and the 6th Dragoons (Inniskillings). The cavalry leaders whom these three produced during the war, and who stand out prominently, are Colonel Lord Basing (the "Royals"), Colonel Mike Rimington (Inniskillings), and Colonels Scobel and Allenby, of the Scots Greys. May Providence bring it about that these four officers will command brigades if the nation has need of stout cavalry leaders in the near future!

I hear that it has practically been decided upon that the arm for British Cavalry in the future is to be the rifle and the sword. I had hoped, as readers of this column will remember, that the sword might be abolished. I know that I do not carry the consensus of cavalrymen with me, who still stick lovingly to the antiquated theories of a century ago. But they, too, will allow that the opportunities of the *arme blanche* will be very rare in future warfare. This is my argument: They will be so rare, that it is not worth while training for them, since there is little that the sword will do which the rifle will not accomplish more completely. Moral effect is great; no one gives it greater allowance than I do myself. But I believe that the moral effect on broken and flying troops of the magazine rifle used by expert men will be far greater than a mass of mad horsemen riding up against the fringe of a rear guard. But time alone will prove; though I speak with the authority of a man who has been fortunate enough to ride in three modern charges. It is not yet quite settled what the new rifle is to be; but I believe that it will be a shorter weapon than the one in use at present, and that it is to be a clip-loader. The latter is an essential for the cavalryman. Some say that it is an essential for the infantryman, too. But musketry experts who have had to deal with raw "Thomas Atkins" seem inclined to prefer the cut-off magazine and single loading as an expedient for better fire control. South Africa should have proved or disproved this assertion.

The remarks made by Mr. Brodrick in the Colonial Conference seem to have drawn forth a hornet's nest from our

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Colonial allies. But, in spite of the indignation expressed in telegrams from British Dependencies, there is a considerable amount of sound sense and judgment in Mr. Brodrick's assertions. I have given voice to somewhat similar views in these columns. We, and especially our Colonial *confrères*, are far too prone to take the level standard of warfare from what we have endured, suffered, and triumphed over in South Africa. But this has been an extraordinary war, and though in many ways it has given a fair line of what may be expected in the future, yet it has not given a true compass bearing. True North lies somewhere else, and we must not be cocksure because the variation which we have followed has brought us to the desired goal. South African and guerilla warfare was suited to the haphazard methods of the Colonial and Yeoman, whose only stand by was common-sense, a good eye, and indomitable pluck. But even at the game in which he excelled he often came to grief, simply because he lacked the true essential of successful war—trained officers and discipline. One has only to quote Wilmansrust to the Australians, and Tweefontein to the Yeomen, to prove what Mr. Brodrick meant. Both these disasters, which, be it remembered, are only two among many, were the results of bad officers and indifferent discipline. And if we are ever pitted against our European neighbours, discipline we must have, and by discipline alone shall we pull through—discipline *plus* individual initiative; but the foundation of all success is discipline.

AN INTERESTING CEREMONY AT CHESTER.

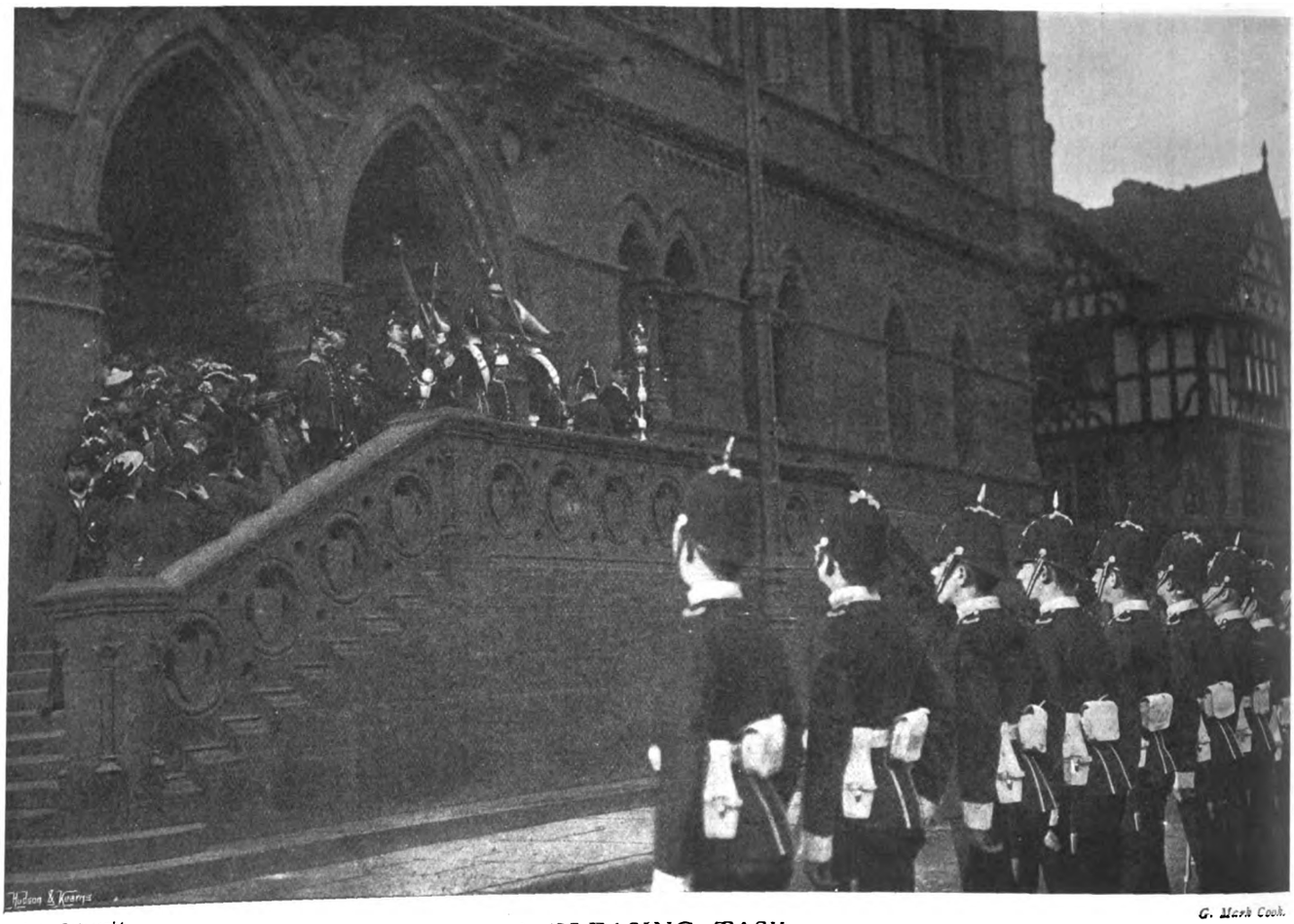

Photo. Copyright. *G. Mark Cook.*

A PLEASING TASK.

The Mayor handing over the colours at the Town Hall.

THERE have been many memorable scenes in connection with the return of troops at Chester during the past few months; firstly, the return home of the 2nd Service Company of the Chester Volunteers, then the return of the 3rd Militia Battalion Cheshire Regiment, and now we have the return of the colours to the 2nd Battalion Cheshire Regiment, which, although it has not at present returned to Chester, has reached England. This battalion played a not unimportant part in the late war, where opportunities of proving its mettle were not allowed to pass unused, for it has added laurels to the name of the regiment which will be handed down by future generations, and will always be looked upon with pride by the people of that county. Just previous to the regiment's departure for the front in January, 1900, the colours of the battalion were left in the Chester Town Hall, where we may be sure they have been well looked after by the Mayor and other officials, who take the greatest interest in the welfare of the men who have so ably upheld the honour of the county. Since the regiment's return from South Africa it has been stationed at Aldershot, whence a detachment was sent a week or two ago in order to receive the colours and convey them back to the regiment. This escort, numbering ninety men and three officers, including Major Kellie, who was in command, arrived at Chester in the early morning. Shortly after half-past eleven the people began to collect in the Town Hall Square, where the Union Jack was flying from the municipal flag-staff. Soon the strains of martial music reached the ears of the expectant crowd, and a picquet from the depôt, under Captain Crean, accompanied by the depôt band, made its way into the reserved space in front of the Town Hall steps. A few minutes later fresh music was heard, and marching to this came the escort for the colours, who on entering the reserved space lined up in a very smart and soldierly manner. In the enclosure and on the Town Hall steps a large number of officers and leading citizens were assembled. The Mayor delivered an address, in which he referred in terms of the highest praise to the services of the battalion in South Africa.

The two colours were received from the hands of the Mayor by Lieutenants Adair and Berkely, the former receiving the King's Colour and the latter the Regimental Colour, and after a reply by Major Kellie, thanking the Mayor for his kind words, the men saluted, whilst the band played the National Anthem. Colonel Ommanney, commanding the 22nd Regimental District, then called for three cheers for the King, which were most lustily given. After these formalities had been gone through, the escort, with the newly-restored colours flying and bands playing, marched back to the barracks, where they were entertained at dinner, entraining during the afternoon for Aldershot, where we may depend they were being eagerly watched for by the other members of the battalion.

When we say that the men of Cheshire nobly responded to the call to arms we are not giving vent to mere flattery, but merely stating a fact. Of the manner in which they proved their patriotism they may be justly proud.

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AN OUTPOST, SOMALILAND.

BRITAIN BEYOND THE SEAS.

A WEEKLY STUDY OF COLONIAL NAVAL AND MILITARY INTERESTS.

By IMPERIALIST.

STRIKING CAMP, SOMALILAND.

IT will serve no useful purpose to devote any considerable portion of the limited space here available to close discussion of the Blue Book containing the proceedings of the Colonial Conference. Most of the Naval and Military questions which came before the Conference have been already dealt with in these notes by the light of such information as it has been possible to glean concerning the attitude of the various Colonial representatives with respect to them. As, moreover, the general decisions arrived at by the Conference were fully known several weeks ago, it does not seem at all necessary to retraverse old ground, more especially as, to speak bluntly, much of that ground seems likely to lie fallow for some years. At the same time, it is desirable, in common fairness, to hold the balance between the Admiralty and the War Office a little more justly than some of our contemporaries seem inclined to hold it.

The writer is full of admiration for the exposition of Imperial Naval policy which is contained in Lord Selborne's minute. "The sea is all one, and the British Navy therefore must be all one, and its solitary task in war must be to seek out the ships of the enemy, wherever they are to be found, and destroy them. At whatever spot, in whatever sea, these ships are found and destroyed, there the whole Empire will be simultaneously defended in its territory, its trade, and its interests." That is lucid, forcible, and comprehensive, and because it is all three it appeals alike to the Colonial and to the Homelander. On the other hand, Mr. Brodrick was not particularly lucid, for he seems to have impressed the generality of those who have discussed his speech at the Conference with the idea that his conception of the term "command of the sea" is a rather cloudy one; he was not forcible, because he did not indicate, as Lord Selborne did, any definite object of warlike preparations; and he was not comprehensive, because he only said what he hoped the Colonies would do—that is, maintain a certain proportion of troops which could be put in line with our Regular troops against a European enemy—and did not, like Lord Selborne, say distinctly what, in his opinion, they ought not to do. The result has been that he has neither been promised men nor money, while, to an appreciable extent, the Admiralty has been promised both.

But when we come to look into the question closely, we must admit that this discrepancy in results is not by any means so entirely due to the inferiority of one Department to the other as has been sometimes urged. The real reason is that Naval strategy is on broader lines than Military strategy, and that when you come to deal with Imperial questions this difference is emphasised. If you take Lord Selborne's fine words and attempt to convert them to military uses, you will see at once where the difference reaches its culminating point. The War Office would have an altogether different problem before it if the land were all one, and its solitary task in war were to seek out the armies of the enemy wherever they were to be found and destroy them. Its work is infinitely more complicated, and it has to adapt not only its strategy, but the actual instruments with which it works, to a hundred varying considerations of geography, climate, supplies, transport, and so on.

It is not, therefore, at all surprising that Mr. Brodrick was unable to make such a pat proposition for the formation of an Imperial Army as Lord Selborne was able to make in favour of an all-British Navy. Broadly speaking, he put forward what we have all along contended to be a perfectly sound contention—namely, that the best way in which the Colonies can help the Empire is by ear-marking a proportion of their troops for Imperial service and by organising and training them accordingly. But the best way is not necessarily the easiest way, nor the way which it is most pleasing for those directly concerned to adopt. It is interesting to note that the policy enunciated by Mr. Brodrick had, from the first, the warm advocacy of the New Zealand Premier, Mr. Seddon, and that the representatives of Cape Colony and Natal were disposed to fall in with it; but, of course, the opposition of Canada and Australia was decisive. Still, it is only fair to the War Office to state that its proposition did meet with some very important support, and we should remember that even the Admiralty system of money contributions in aid of an Imperial Navy has not as yet been publicly endorsed by Canada.

Speaking generally, it seems quite wrong to describe the Conference either as abortive or as a specimen of the "marking time" movement which is so often apparent in Imperial politics. There is no doubt that neither the question of Naval nor that of Military defence passed as far into the region of accomplished fact as many hoped it would, and the divergencies of opinion were here and there sharper than had been anticipated. But a beginning has been made, and, if it has not taken the form even of laying a sure foundation, at least the builders have had a useful meeting, have done something towards the measurement of materials, and have given us reason to hope that in due course a really massive Imperial structure will result.

The completion of the Pacific cable is, as has been pretty fully explained by the congratulatory messages which have passed between various leading statesmen, a matter of grave satisfaction to all Imperialists. But it is difficult to realise its complete significance in a Naval and Military sense in the piping times of peace. From the Naval standpoint it is not too much, perhaps, to say that such an aid to swift and sure communication over all-British wires at a time of tremendous tension might be worth an additional squadron, for undoubtedly the next great Naval war will be to some extent, perhaps a very great extent, a war of telegraphic strategy. Of course even all-British cables are liable to be cut and otherwise tampered with, but we may be sure that exceptional precautions will be taken to protect them, and in any case picking up a cable is not easy or speedy work. Napoleon has said that war is a question of positions, and an American general used to boast that he had no communications. But the solid fact seems to be that modern war has enhanced the value of communications—in which the telegraph takes, of course, high rank—to such an extent that at times they seem to rival positions in importance. At any rate, it is only when communications are to be relied on that a doubtful position can be safely changed for a good one by land or sea, and in connection with Colonial defence the all-British cable may come some day to have a very tremendous significance in this sense.

The Commissioner of Emigration has sent us a copy of a deeply interesting letter which Lord Strathcona has addressed to officers commanding Regimental Districts on the subject of the openings which Canada offers to Army Reservists and other time-expired soldiers who are returning to civil life, and who find difficulty in obtaining employment. Although by no means disposed to take the roseate view which some enthusiasts take of colonisation by ex-soldiers, the writer is inclined to regard this letter from Lord Strathcona as the most important and practical step yet taken towards the solution of perhaps the most serious difficulty which besets contemporary Army reformers. What immediately strikes one on perusal of Lord Strathcona's letter is that, with the intuition and force of the successful man of business, he wastes

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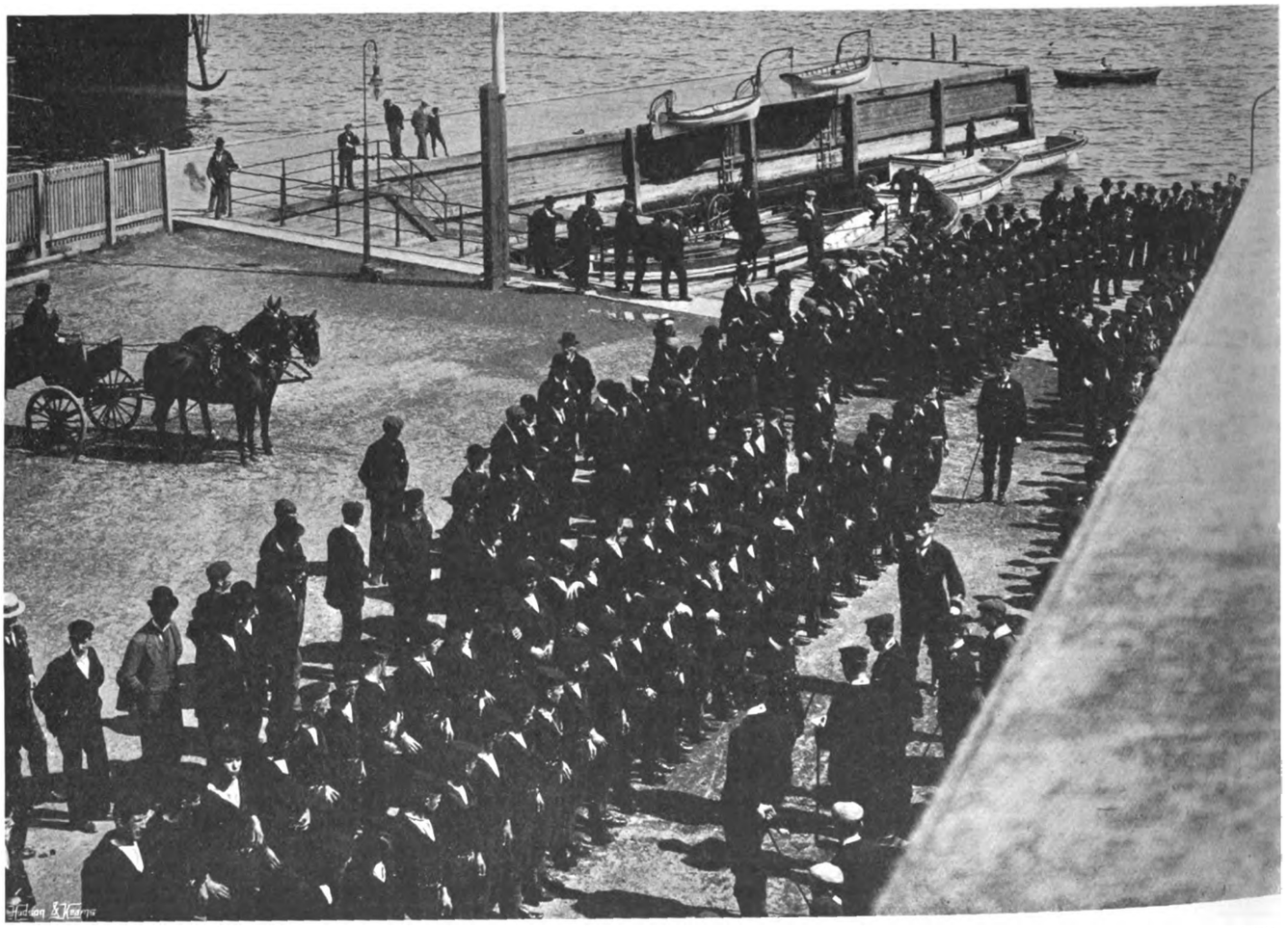
no words, and yet contrives to put the matter as clearly in two type-written pages as it has ever been put before in any of the many lengthy articles and other publications which have come before the present writer in this connection.

"Briefly, the prospects in Canada," says Lord Strathcona, "were never brighter than at the present time for able-bodied men of energy and determination, and there is little doubt that the training and experience of frontier life which British soldiers have passed through in South Africa should, in the main, have fitted them individually for facing with success the conditions of life that are to be found in Western Canada, where the need of population is the greatest." He goes on to point out that while men with useful trades can quickly find good openings, and will receive special assistance from the Canadian Emigration Department, even unskilled men can readily obtain situations on farms at satisfactory wages, provided they are able to adapt themselves. Some special literature on the subject has been prepared with a view to its distribution among Reservists and other time-expired soldiers, and Lord Strathcona is certainly justified in the belief that his practical suggestions will at least receive respectful consideration.

As an interesting and important supplement to the proposals made by Lord Strathcona, comes a very handsome and singularly practical offer from Sir Alfred Jones, who is a very prominent figure in the world of Imperial commerce in connection with the Elder, Dempster, and Co. line of steam-ships. With a brevity which surpasses that of Lord Strathcona Sir Alfred remarks that to any ex-soldier who wants to proceed to Canada he will grant a second-class passage for £5 and a third-class passage for £3 10s. in the Beaver Line steamers running from Liverpool to Canadian ports. There ought to be hundreds of self-respecting men who will jump at an offer like this, combined as it is with the practical encouragement offered by the Canadian Emigration Department.

THE NEWFOUNDLAND NAVAL RESERVE.

NEWFOUNDLAND is, from many points of view, a place of extreme interest. It has a special position in international politics owing to the "French Shore" having become a bone of contention between France and Great Britain, and owing to the desire which Canada has for union of the island with the Dominion. It lies right in the track of ocean steamers, and holds an important strategic position commanding the trade of the St. Lawrence. Its value to us is enormous, and the Admiralty is not blind to the considerations that give it value. It is our oldest colony, and its fishermen are the finest in the world, and ideal men for the Navy. The Newfoundland Naval Reserve is now being organised, and the raw material is of the very best. Already two contingents have been taken for the winter cruise to the West Indies, and have given an excellent account of themselves. The "Calypso" has been fitted out for the express purpose of training the Newfoundlanders, and at the end of the fishery season she is to embark 300 volunteers. These are the very men to fill up the complements of our ships when the day of stress comes in Atlantic waters, and they add immensely to the value of Newfoundland as a Naval base. St. John's has a splendid harbour, capable of being made one of the finest in the world, entered through a rocky cleft 500-ft. wide, with a fairway 40-ft. deep, while above are the old batteries which once made the place impregnable. Here is the largest dry dock in North America, in which United States battle-ships have been received for repairing purposes, and the island has ten cables landing on its shores. There was wanting to the complete Naval efficiency of the place a strong reserve of seamen. These admirable fellows, who have lived the salt life on the banks, want no training as sailormen, for they possess the handy qualities of the old British Bluejacket, but they require to be made proficient in technical duties, and it is for this purpose that the "Calypso" has been specially fitted out. There was disappointment among the Newfoundlanders when a difficulty arose as to the legal powers of the Admiralty in this regard, but the trouble has been smoothed away, and now every preparation is being made to add to our Navy what is likely to become one of its finest elements for efficiency, namely, a good body of trained seamen, enthusiastic in their work, and patriotic in their service.



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READY AND WILLING.

A parade of Newfoundland Naval Reserve men.

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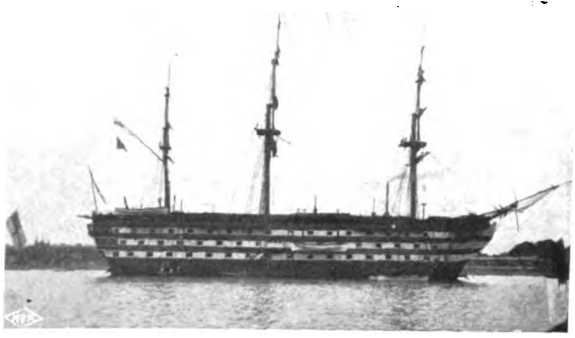
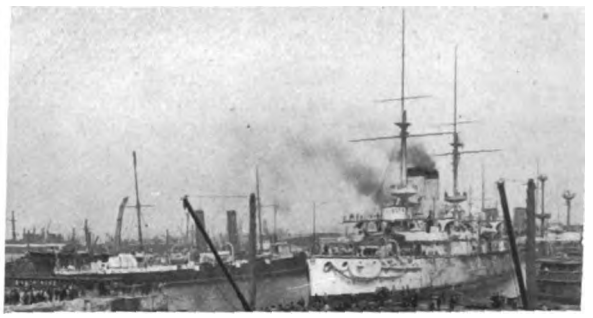


THE OLD "ST. VINCENT."

6th DRAGOON GUARDS.



A BATTLE-SHIP IN DOCK.

THE NAVIES AND ARMIES OF THE WORLD.

A Weekly Causerie by David Hannay.

IT is quite a pleasure to hear of pirates in our times of order and security on the sea. They were not regarded with affection when they were numerous and active, though, when one remembers what a pest they must have been, it is astonishing to see how calmly they were tolerated. There really was an interval when to be a pirate was almost a recognised trade, and to have been one was hardly a discredit to a retired seafaring man. I am not speaking of the ancient days of Ulysses, of the Vikings, or of the pirates of Cilicia. All those persons, though enemies of the human race, were not criminals. So too the Barbary skimmers of the sea were almost legitimate belligerents. At least we made treaties with them, and were not too proud to pay ransoms when officers and men of the Navy fell into their hands by shipwreck. But the pirate in the proper sense of the word, the subject of a civilised State who took to living by robbery on the sea, was for long very tenderly handled. It is true that every now and then he was hanged, but the fault was generally his own, and the extreme measure was rarely applied unless he had already tasted of His Majesty's bounty, and had shown himself obstinate in evil courses. Monson says that he only executed the confirmed offenders whom he found on the coast of Ireland in the reign of James I. It is certain that piracy was rampant in the Irish Seas when Strafford went to Dublin as Lord Deputy in the reign of Charles I. Later than this the trade was brisk in the West Indies, or rather it had its headquarters in those parts and raided far and wide.

* * * *

Look, for example, at the life of Bartholomew Roberts, who was finally killed on the coast of Africa by Chaloner Ogle. We find him selling a rich Portuguese prize in the Dutch colony of Surinam, cruising to Newfoundland, and then over to Africa. His career lasted for about four years, and it was only his ill-luck in falling across Ogle that prevented him from flourishing for a much longer period. He might very possibly have succeeded in making his peace with the law, and ending his troubled life quietly on shore. There was a practice in those times of letting pirates "come in on a proclamation," promising them a pardon, in fact, if they would renounce their evil courses. A cautious pirate, who had secreted a packet of diamonds taken from a Portuguese on the coast of Brazil, or had swindled his brother pirates, with or without the accompaniment of murder, might come in at the psychological moment, and establish himself in comfort. The ruin of most of them seems to have been drink. We hear of one who took advantage of the sailors' taste for liquor. He kept a public-house in Rotherhithe, and, no doubt, told old stories of the Spanish Main with general acceptance. All these estimable persons are gone. Now we have to be almost grateful when we hear of operations against pirates by the Italians in the Red Sea. It does not seem to have been a brilliant business, and it is not very intelligible. Perhaps when we get Lieutenant Camperio's report we shall hear a reasonably good story, but at present we only know that there are, or have been, pirates in the Red Sea who were bold enough to attack the Italian boats or armed dhows. They were repulsed, and then took refuge in inaccessible places on shore.

* * * *

The report of Rear-Admiral O'Neill of the United States Navy appears, from the extracts which have come in my way, to be a document of excellent good sense. The chief of the United States Bureau of Ordnance puts a very weighty question when he asks what is the use of very high speed when fighting power has to be sacrificed to attain it? There are just two circumstances in which great superiority of speed is visibly of high value. The first is when you are running away from a more powerful opponent; the second is when you wish to overtake a weaker one. But you cannot conduct successful war by running away, and it is no great advantage to be able to master only the more feeble parts of your opponent's fleet. What decides in the long run is the greater strength when it comes to the wager of battle. But if you have the better speed can you force on battle? No doubt you can; but if you have bought speed by the sacrifice of strength you will also bring on your own defeat, and your supposed advantage works for the good of the enemy. But better speed enables you to avoid battle? Sometimes; and when it does it is a poor resource, valuable only to the confessedly weaker, or in cases where a less numerous squadron is under the necessity of escaping the bulk of an enemy's forces. Superior speed is worth having when you have to repeat the retreat of Cornwallis; but who wants to make the retreat of Cornwallis a standard? Even then, by the way, good discipline and good gunnery, most materially aided by the mutinous condition of the French crews, and the miserable quality of the fittings of their ships, enabled Billy Blue to get off.

* * * *

In the history of war at sea what is there to show that superiority of speed does enable the admiral who enjoys it to avoid battle permanently, or that inferiority will prevent his opponent from forcing on an action? Very little; so little, in fact, that it is practically nothing. In order that speed should have all the merits attributed to it we must imagine a state of things which has so far not been possible of attainment, and will not, we may be sure, be reached in the future. We have to suppose that the slowest vessel in one fleet is quicker than the quickest of the other. Now when a number of vessels numerous enough to form fleets are collected, the chances are many thousands, if not infinity, to one that this will not be the case. Yet, the means of forcing on an action must always be at the disposal of an admiral, even if his command is, when moving together and therefore regulated by its dullest member, less speedy than that of his opponent. He has only to adopt the method employed by Lord Howe before the First of June—or rather before May 28—namely, form a detached squadron of his handiest vessels, and employ it to bring on an engagement by harassing the enemy. The admiral assailed in this fashion must sacrifice the slower vessels, or stay by them. If he does the first he is disgraced and beaten. If he does the second he will find it impossible to avoid battle. The detached squadron can always stop him, fall back if he tries to press it, and draw him towards its own supports. When the better speed has been attained by sacrificing strength, the battle will end only in one way, other things being equal—that is to say, the gunnery and manœuvring being about as good on one side as on the other.

* * * *

But given greater speed, a smaller force can pick a point of attack, and even when inferior in numbers can be superior at the place at which it chooses to attack. Can it? One would like to see the demonstration. Historical examples are of comparatively little use here. We have to take them from the sailing fleet, and they really do not apply. When ships were dependent on sails there were certain physical limitations imposed on them which do not concern the steamer. But even so we have no example I know of when

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one side was able to concentrate on a part of its opponent, except where that opponent was very clumsy. The thing was done unquestionably by De Ruyter at Solebay, and in the three battles of the next year, by Tourville at Beachy Head, and by Suffren on the coast of Coromandel, long before Trafalgar, but in every case it was the ineptitude of the fleet operated upon which allowed the thing to be done. If that was the case when windward and leeward were still words of weighty meaning to the seaman, how will it be now when the steamer has an almost boundless liberty of movement? In all treatises on war there is a tendency to teach that there is some arrangement by which you can inevitably, let the enemy do what he please, be superior at the point of attack. Experience, however, shows that to every movement of one side there is an answer for the other. In regard to fleets the question is, Does a superiority of speed, say of fourteen knots to twelve, enable him who has it to pick and choose exactly where he will strike? For my part I cannot see why it should, since the fleet attacked can always move on a smaller inner circle and keep the assailant on his beam. It has a far smaller distance to go, and that will neutralise better speed. Meanwhile, it is just as possible for the slower to concentrate its fire as for the quicker. But then, of course, the really decisive element will be the fire—the weight of the shot and the accuracy of the aim—which is another way of saying that what will tell is not speed, but the armament and the use made of it, and that "gunnery" in the fullest extension of the term, including the number, weight, and quality of the guns, as well as the skill of the gunners, is about all the law and all the prophets.

THE LATEST GERMAN SUBMARINE BOAT.

THE strange vessel depicted below is the invention of a German Naval officer, and was launched this year from the Howaldt Ship-building Yards at Kiel. This submarine boat was built at the expense of a society founded especially to test the value of the invention, the officer who designed it being a torpedo lieutenant, and one well acquainted with everything connected with subaqueous warfare. Its dimensions are: Length, 15-metres (49·213-ft.); diameter, 2-metres (6·56-ft.). The lower part of the hull is used as a reservoir for either compressed air or water, according to the position of the boat required. Steering is effected by means of two horizontal and one vertical rudder. The motive power is electricity, the current being stored in accumulators of a special type. In the bows is a torpedo-tube, this being the only means of offence. One torpedo alone is carried, and this in the tube ready for firing. On a preliminary trial of three hours this boat remained almost motionless at a depth of two metres beneath the surface. The trials of this submarine are still in progress, and have given every satisfaction.

It is perhaps not generally known that Germany has in reality, despite official protests, taken a great interest in submarine boats. In 1890 two vessels of the Nordenfelt type were laid down under the titles W1 and W2 at Kiel and Dantzig. Their dimensions were as follows: Length, 34·85-m.; diameter, 3·65-m.; displacement, 200 tons; surface speed, 12·2 knots (on trial); semi-submerged, 9·3 knots (on trial); submerged, 6·5 knots. During submersion the enclosed steam was capable of driving them at full speed for two hours. On the surface they could steam at their maximum rate for twenty-four hours. They took between 70-sec. and 80-sec. to submerge from the surface condition. These two vessels were attached to the torpedo fleets of Kiel and Wilhelmshaven, and took part in the Manœuvres of 1890.

A year later a third submarine, similar in design, but somewhat smaller, was launched from the Howaldt Works: Length, 30·85-m.; diameter, 3·60-m.; displacement, 180-tons; surface speed, 16·3 knots (on trial); semi-submerged, 13·1 knots (on trial); submerged, 9·3 knots (on trial).

J. Hamann.

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A STRANGE-LOOKING CRAFT.

A German submarine boat which was launched recently at Kiel.

The decimal points are in every case the excess over the required speed. Full speed on the surface was maintained for twenty-four hours and submerged for one and a-half hours. These three vessels did not, however, give complete satisfaction, and different plans were examined to discover a more advanced and efficient type of submarine craft.

This year a small submarine boat was constructed at the yards of Messrs. Schichau of Elbing. They received the order for its construction in April last, and it will shortly be on trial. At Elbing, too, from a private yard, and also in April of this year, was launched a small model of a submarine boat which has executed some very satisfactory trials in the Bay of Hollenau.

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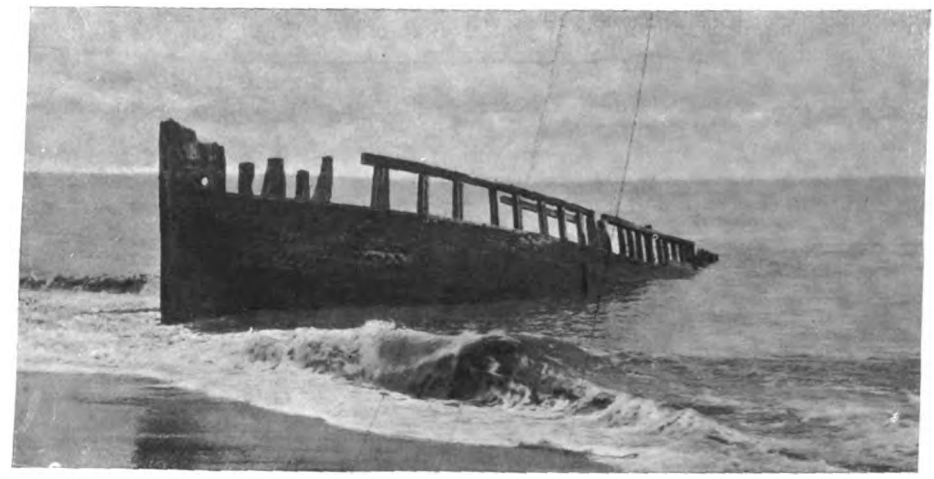
BRITISH LIFE-BOATS.—VI.

Their Service and Stations.

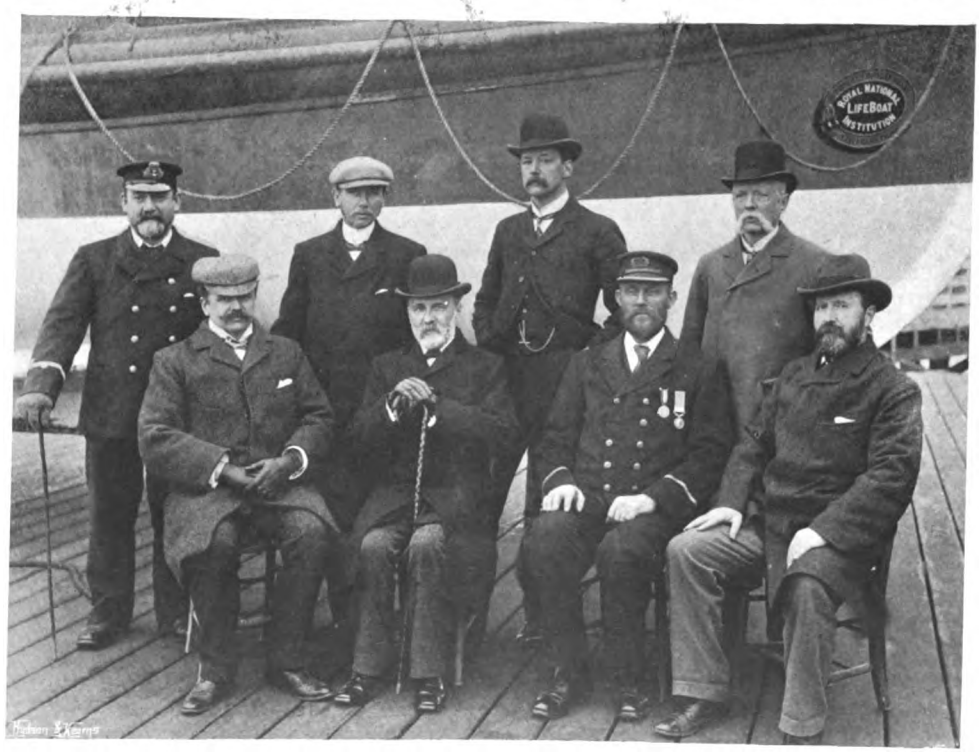
CLACTON.

By C. H. TEMPLE.



A DERELICT.

WHEN looking at the subject of lifeboat service there is one aspect of it which will strike the careful observer with peculiar force—that is, the singular immunity from accident and disaster which lifeboatmen enjoy. This is all the more apparent when one considers the conditions under which such service is performed. It is when the weather is altogether unfavourable and inclement, and the elements combine to destroy everything which rides upon the bosom of the sea, that the lifeboat sets forth upon her mission of mercy. A frail little thing she is at the best, and, apparently, quite incapable of resisting the furies of Boreas and of Neptune. How she beats against the side of the wreck she is seeking to succour, when the water runs mountains high, threatening every moment to engulf her! All things considered, it is surprisingly wonderful how few accidents happen, and especially how few are the lives lost. Now and then, it is true, some tale of horror has to be told. Such was the case when the Caistor lifeboat "Beauchamp" was capsized in a rough sea on the night of November 13, 1901. That was a disaster which filled the hearts of Englishmen with unspeakable sorrow, evoking generous sympathy from all classes. His Gracious Majesty King Edward, with that kindly feeling so characteristic of himself, hastened to express condolence with the relatives of the poor fellows who had died in the performance of duty; and it is safe to say that, for the time at least, this terrible event brought home vividly to the most inappreciative the continued risks run by lifeboatmen. Fortunately, the Caistor catastrophe may be called the exception proving the general rule of safety. The wonder is not that these disasters happen, but that they occur so seldom. Humanly speaking, the chances are all against a lifeboat's safe return from service, but the sweet little cherub who sits up aloft, and who is popularly supposed to look after the welfare of Jack Tar, extends his protecting hands also to the lifeboatman. To this happy immunity of lifeboat crews from disaster many factors contribute. Amongst others, now more than ever before, the men are specialists in their own peculiar work. Scratch crews for the boats are a thing of the past, for the same lot of men are practically operating in each particular boat, and by a happy provision the Lifeboat Institution ordains that all the boats belonging to it shall be taken out for exercise at certain seasons. This is altogether apart from real service and the work of rescue, and by it the crews are kept from rusting; they learn to take advantage of the vagaries of their boat; the tackle and appliances are proved to be efficient and in full working order; in a word, they are schooled to manage their boat with the experience of experts, and to extract from her the maximum of value in emergencies. Then the boats and appliances appertaining thereto are the very best which expert wisdom can devise; nothing is left to chance, and the peculiar needs of each station are provided for. In short, the officers of the institution have apparently done all that mortal men can do to prevent painful surprise, and are to be commended for their alert concern for the lives of the men working under their jurisdiction. One of the rules which they insist upon being obeyed at every station is that each man who goes out must wear the lifebelt specially provided. This is a *sine quâ non* for service, and rightly so. The rule is a wise one, for everyone who knows of the prejudice existing amongst British fishermen against wearing a lifebelt in their work, and the consequent heavy loss of life arising therefrom, will appreciate its wisdom, and applaud the insistence upon it. Naturally it is not easy to speak definitely upon the point, but of instances of unbelted men being washed from boats during a long course of years there must be many. For a man meeting with such an uncomfortable experience there is, practically speaking, no hope. With lifebelts on, however, scores have been saved, and through this agency the death-roll of lifeboatmen has been materially lessened. The requisite qualities of a lifebelt are sufficient extra buoyancy to support a man, heavily clothed, with his head and shoulders above water, or to enable him to support another person besides himself. Perfect flexibility is required, so as to readily conform to the shape of the wearer. There should be a division into two zones, an upper and lower, so that between the two it may be secured tightly round the waist, for in no other manner can it be confined sufficiently close and secure round the body without such pressure over the chest and ribs as to materially affect the free action of the lungs, impede the muscular movement of the chest and arms, and thereby diminish the power of endurance of fatigue, which, in rowing-boats, is a matter of vital importance. And with all these requirements, strength, durability, and non-liability to injury are absolutely essential. In their endeavour to obtain a belt which shall fulfil all these conditions, and so prove the best possible safeguard to lifeboatmen in their work, the institution committee have experimented and spent money without stint, and they claim to have secured an article which satisfies the most exacting critics.



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THE COMMITTEE.

Reading from left to right the names are—Back row: C. O. Hancroft, A. E. King, Hy. Weatherhead, and Samuel Goddard. Front row: F. W. Lewellen (Hon. Sec.) Thomas Ubsdell (Chairman), Robert Legerton (Assist. Hon. Sec.), and John James.

When I went down to Clacton to have a talk with Mr. W. Schofield, the coxswain of the boat, I found him on the sands at an exceedingly busy moment. It was the beginning of August, and, as a consequence, the holiday season was in full swing. In common with the rest of the natives of

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the place, he was trying to make a little hard cash to help tide over the long, dreary months of winter inactivity. He was surrounded by a party of Cockneys, who were loudly arguing for a reduction in his boat hire charges. Emerging from the controversy and wiping his heated brow, he remarked, good-humouredly, "I think I'd rather go to sea for a week than argue with such people for five minutes!"

Upon asking him to tell me of his lifeboat work, he laughingly replied, "You've come rather at the wrong time, sir. You see, we've got to make hay while the sun shines. I've got several row and sail boats out on the water, and we have to watch these trippers pretty closely sometimes. Now, if you had only come in the winter I could talk to you for hours about the old boat, and never get tired. For one way and another, I've seen a good deal of service in her. For twenty-one years it has been my honour to be coxswain, and during that time I've been out on service one hundred and one times, and have assisted in saving nearly three hundred lives.

"She's lying out off the end of the pier now, ready for all emergencies. We keep her there all through the summer months, while in the winter she is placed on a turn-table on the pier itself. Situated thus gives her many advantages, not the least being the rapidity with which we can get off on service without unnecessarily wasting valuable time. I tell you, our men don't let the grass grow under their feet when there's work to be done out yonder on the water. We call our boat the 'Albert Edward,' after his Gracious Majesty, and a noteworthy feature about her history is that she was given, and is endowed, by the Freemasons of England.

"Now, speaking of service, there is plenty of that to be had upon this part of the coast. To look out there upon the sea, smiling in the sunshine, you wouldn't think that there was much danger to shipping, would you? But that's where

Photo. Copyright.

MR. W. SCHOFIELD.

The coxswain of the Clacton boat.

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a big mistake is made. Believe me, it is no exaggeration to say that there are scores of shoals and sand-banks encircling this part of the Essex seaboard. For instance, there are the Gunfleet, Maplin, Sunk, Longson, Knock John, Shingle Ouse, Cork, Pansand, and Tongue Sands—to mention only a few. Shall I speak of more? No? Well, I reckon I've told you enough to prove my assertion. It takes a lifetime to learn their whereabouts, for they are constantly shifting. So we have to keep on learning and revising our knowledge, and because there are so many of them they make the currents hereabouts very strong and treacherous, especially to those who know little or nothing about these parts. A considerable proportion of our service is devoted to the many fishing smacks, small coasters, traders, and foreign vessels that ply up and down the coast. These latter especially are often getting into difficulties. For example, a medal which I can wear, and of which I am very proud, was given to me by the King of Denmark, because our boat was instrumental in rescuing seven Danes from the wreck 'St. Elexi.' And this reminds me that upon another occasion the French Government were very kind, for they rewarded me as the representative of the crew with a special silver medal, because we saved sixteen Frenchmen from the wreck 'Madaline.' This service was a particularly fortunate one, for barely had we taken the last of the crew aboard when the 'Madaline' disappeared absolutely from sight. Another half-hour and we should have been too late. I speak of these things not because I want to boast, but because they show that others besides our own countrymen appreciate our work. Lifeboat work is tough and dangerous, and pretty much the same all round the coast, and it is really any boat's luck to get these rewards. It does not follow that our boat is better than others because we have got these medals; it simply means that the luck has come our way, that's all."

Thus modestly did Mr. Schofield disclaim any superiority over his comrades; but I can state, what he did not himself care to disclose, that, in all, he can wear four medals for life-saving work, including the silver medal presented by the Lifeboat Institution. The event which won for him this last was a forty-eight hours' continuous service. When we remember something of what such a spell out on the open sea in bitter weather must have been, the feat will be appreciated, and few will grudge him the distinction.

Incidentally, I elicited from our coxswain a valuable expression of opinion as to the best stimulant for lifeboat work In his own words, "Grog is all very well on service; one tot will make you jump, but you soon die. You must keep on drinking and increasing the dose. But if you do this, you soon get muddled, which is a fatal deterrent to efficiency. A clear head is necessary above all things in our work, for lives depend upon our efforts. No; rum is all very well in its place; but for my part, give me chocolate. That's absolutely the best thing I know of to work upon."

Of course, opinions will vary upon the point here raised, but there is no need to labour the question, save to say that the experience given is one that has been tested through years of difficult toil. The Clacton station is one of which its sponsors can certainly feel proud. Its record of lives saved during the comparatively short time it has been established is admirable, and the history of its conception and creation is a really remarkable one. The lifeboat establishment was presented to the Royal National Lifeboat Institution and endowed in perpetuity by the Grand Lodge of Freemasons of England, in commemoration of the safe return from India of the Worshipful Grand Master, His Royal Highness Albert Edward Prince of Wales, in the year 1877. The first boat, christened "Albert Edward," was put upon the station in 1878. In the years 1885 and 1901, respectively, two other boats followed, both graced by the name of His Majesty, and in the quarter of a century during which the "Albert Edward" has been engaged in her work of mercy and salvage she has saved 301 lives and 14 vessels. Of a truth the Freemasons of England have reason to be proud of their charitable enterprise, and cause for rejoicing in the splendid return upon their investment. The Clacton station is managed by an excellent local committee, who have worked so well that last year they raised £137 towards the funds of the parent society. The Earl of Warwick is president, and associated with the energetic honorary secretary, Mr. F. W. Lewellen, are Messrs. Ubsdell, Bancroft, Dawson, Gayler, Goddard, Hook, James, King, Murray, Sargent, and Weatherhead.

Photo. Copyright. *Fry.*

THE "ALBERT EDWARD" AND HER CREW.

Reading from left to right the names are—Back row: Ernest Wilson and Walter Cattermole. Second row: Thomas Underdown, Jesse Salmon, William Salmon, William Schofield (coxswain), Thomas Fairweather, Ernest Welham, J. Downan, F. Welham, and Charles Bowden. Front row: W. Schofield, jun., F. Wilson, J. Pike, and G. Grigson.

SIR WILLIAM MONSON sprung from a Lincolnshire family of good lineage that has since arrived at the dignity of the peerage, was educated in his early boyhood at Balliol College, but proceeded thence to sea, and was under fire at the age of sixteen. He accompanied the roving Earl of Cumberland on some of his voyages, and was with the Earl of Essex in the expedition to Cadiz: as admiral he held command during the reigns of both Elizabeth and James. He is distinguished from his contemporaries by his aptitude for philosophising on the work in which seamen were engaged, and his Naval tracts are highly curious for the insight they give into the public and social life of the Navy of the day. He was a great advocate for officers being "seamen bred," and among other causes of discouragement to meritorious officers he mentions "the preferring of young, needy, and inexperienced captains over them in their own ships." He, however, recognises the necessity for a class of "gentlemen officers" as distinguished from the masters, who had all risen from the ranks. "A lieutenant," says he, "is an employment for a gentleman well bred, who knows how to entertain ambassadors, gentlemen, and strangers when they come on board," from which it may be deduced that even then it was recognised that sailors were liable to be called upon to act as diplomatists on occasion, and that mere tars were not all-sufficient for the King's Service.

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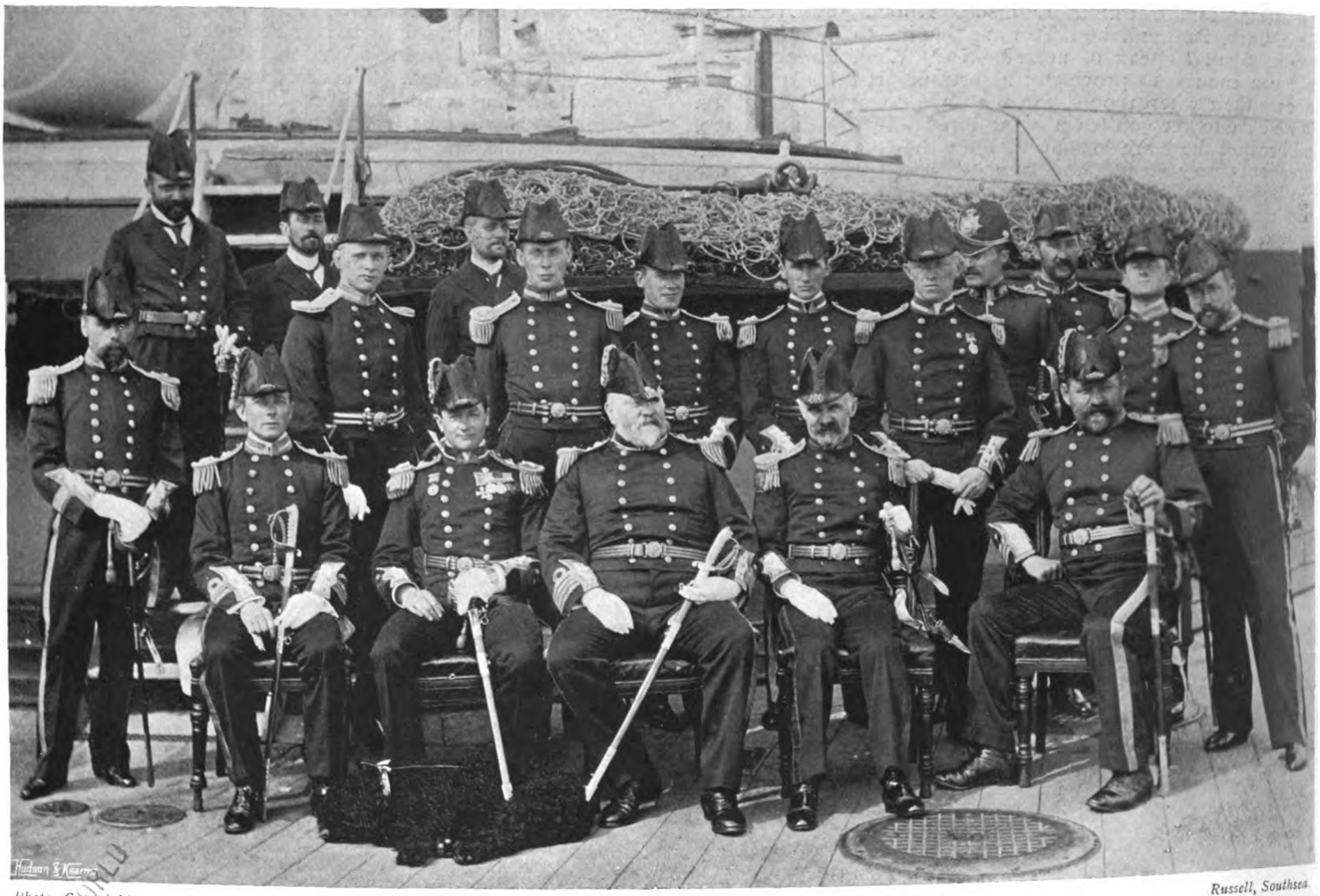
TWO REPRESENTATIVE GROUPS.



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THE OFFICERS OF THE "BENBOW."

Reading from left to right the names are—Back row: Staff-Paymaster James L. H. German, Boatswain John W. Harris, Gunner William Dunlop, Assist.-Engineer Harold V. Whyham, Artificer-Engineer Richard F. Tearne, Surgeon Pierce L. Crosbie, Assist.-Paymaster Bertram H. Woodman, Lieut. John A. Duncan, Lieut. Anselan J. B. Stirling, Captain John E. Crowther, R.M.L.I., Engineer Rayner Davis, Surgeon Herbert L. Penny, and Lieut. Hepworth S. Alton. Front row: Lieut. Henry Thompson, Commander H. D. Wilkin, D.S.O., and his dog Sambow, Capt. Francis R. Pelly, Fleet-Engineer Charles H. Pellow, and Commander Charles F. Henderson.

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THE OFFICERS OF THE "PANDORA."

Reading from left to right the names are—Back row: Sub.-Lieut. P. van Straubenzee, Assist.-Engineer J. B. Nicholson, Surgeon H. P. Jones, Lieut. E. C. Lucas, Carpenter E. W. C. Garrett, and Lieut. C. E. Irving, R.N.R. Second row: Paymaster E. A. Redman, Lieut. O. H. Stahlknecht, Commander J. F. Murray Aynsley, Chief Engineer H. Abbott, and Lieut E. C. H. Stuart. Front row: Clerk P. F. Bourne, and Gunner W. J. Wallace.

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DEFENCE, NOT DEFIANCE.

By TRAINBAND.

IT is very satisfactory to note the progress which has been made in the establishment of bearer companies to the different Volunteer infantry brigades. The vast improvement in all Army medical organisation is one of the most distinctive of the features which have characterised the reforms of later years. It is now almost hard to believe the accounts of the hospital and ambulance arrangements which existed for our troops in the Russian War, for each successive subsequent campaign has in some way aided the endeavours to still further ameliorate existing conditions. Some of the most highly valued work in South Africa was performed by members of the Royal Army Medical Corps (Volunteers), and the bearer company is now justly regarded as an important factor in each infantry brigade. One of the most recently raised is that of the Gloucester and Somerset Volunteer Infantry Brigade; and though in the first year of its existence, nearly sixty of its members attended the autumn camp upon Salisbury Plain, where the company gave proof that it had already attained considerable proficiency. The instruction afforded by the classes held is sound, and always likely to prove useful, embracing as it does elementary anatomy and all methods of giving "first aid" to the injured. In connection with what a recruit in a provincial company of the Royal Army Medical Corps (Volunteers) had just been learning, a rather amusing answer was given on parade not long ago. The man, in order to improve the appearance of his figure, had padded his chest under his tunic with a spare vest. Unfortunately, this slipped a little out of place, and when inspecting the company the adjutant noticed there was something unusual in the man's appearance. He therefore asked, "What have you got in your chest?" The man, brimful of information regarding the internal arrangements of the human frame, without a moment's hesitation replied, "The heart, lungs, and other important organs."

A subject which is really of extreme importance, but which has not been generally afforded much prominence, is that of the employment of members of the Imperial Yeomanry and Volunteer Service Companies on their return from South Africa. Active efforts have been made, and rightly so, on behalf of discharged soldiers of the Regular Army and Reservists when they have left the colours. Not so long ago, indeed, on a Sunday afternoon in Hyde Park, there was a "demonstration" of some of these men, when a public collection was made. Such a means of calling attention to their grievances is not altogether commendable, but the country recognised that a debt of gratitude was owing to those who had fought its battles, and little or no fault was found with the meeting. This is, probably, the more easily understood when it is remembered that the demonstrating Reservists announced that that much-abused institution, the War Office, was to blame for their trouble. The case, however, of the average Volunteer is far different from that of the bulk of time-expired soldiers of the Line. To a large extent the Volunteers who have served in South Africa come from the over-crowded ranks of clerks and shop assistants, a class least powerful in obtaining redress for any grievance. In the early days of the campaign, when the war fever was at its height, and patriotism was universally estimated as the greatest of all virtues, employers very generally promised to keep open the situations of such of their assistants as were accepted for active service. Unhappily, there is good reason to suppose that this promise has not always been faithfully kept. But, in addition, there were many young fellows who did not hesitate to relinquish their situations unconditionally, and who can now claim no legal consideration from their former employers. The case of a returned Volunteer who cannot obtain a suitable appointment is indeed hard, but by no means rare. In the pages of different Volunteer regimental journals have appeared appeals for work for various members who have returned home from the Front but have been unable to obtain means of livelihood. It is understood that as far as possible positions are to be found for time-expired soldiers in Government offices. Would it be too much to expect that even a very few Civil Service appointments might be offered to Volunteers and Imperial Yeomen who have seen active service? The candidates would necessarily be required to prove their fitness, but there are certainly many well qualified to fill such posts, and the boon to the fortunate successful candidates would be tremendous. It would, moreover, not be forgotten in the event of history repeating itself. As things stand now, the Volunteer who, after the bitter experience of being without work, has at last obtained employment, will naturally not be very ready to a second time resign an appointment; and if the country had to once more call on the Auxiliary Forces, a consequence would be that the response would not be again so enthusiastic.

WEST SOMERSETSHIRE YEOMANRY.
Trouble with a gun.

Citizen Soldiers in Town and Country.

The prosecution of Volunteers for failure to make themselves efficient should, we think, be avoided as much as possible. Of course, as a general rule, when a man neglects to attend the necessary number of drills he is guilty of a breach of contract, and it is sometimes equitable enough that legal proceedings should be taken against him, in order to recover the amount of the capitation grant which he has omitted to earn for his corps. But it is probable that deliberate attempts to evade fulfilling the requirements are very rare, and, indeed, it must be acknowledged that it is but comparatively seldom that commanding officers resort to invoking the aid of the strong arm of the law. Quite recently, however, a case of prosecution occurred which certainly never ought to have been instituted. A man who had formerly been a non-commissioned officer in a well-known metropolitan battalion was summoned at Westminster by the commanding officer of the corps, who sought an order for some three pounds claimed to be due from the defendant under the rules of the battalion. The defendant, it was shown, had left the Volunteers in order to join the Imperial Yeomanry, with which branch of the Auxiliary Forces he served in South Africa. On his return to England he failed to complete the period of service for which he had engaged in the Volunteers, and claim was entered for the amount of the capitation grant thus lost. It is true that after he came back the defendant had joined another Yeomanry regiment, and so far, therefore, his Volunteer battalion was justified in attempting to avoid loss on his account. As, however, in addition to war service the man had been twenty-five years in the Volunteers, it will be generally agreed that the magistrate was right when he remarked that he was not the sort of man against whom the regimental authorities should insist on a summons, and adjourned the case *sine die*.

About the same time another instance of the prosecution of Volunteers was recorded in the Midlands, and on this occasion, too, there were features which distinguished the case from the ordinary prosecution for the recovery of capitation grant. In the first place the defendants were summoned for breach of contract by refusing to pay the annual subscription to their corps; but it was proved in court that when they were enrolled their attention was not directed to the fact that they were liable for an annual subscription. A sergeant-instructor, indeed, confessed that he was aware that many men had entered into their contract in ignorance of the rule. Such a state of things can hardly be deemed creditable to the battalion, and if the case were widely read it would render men even more suspicious than they are already with regard to what will be expected from them if they join the Volunteer Force. The summons in the case just cited was fortunately able to be dismissed on a legal technicality. It must be acknowledged, however, that the battalions in which such a method of enrolling

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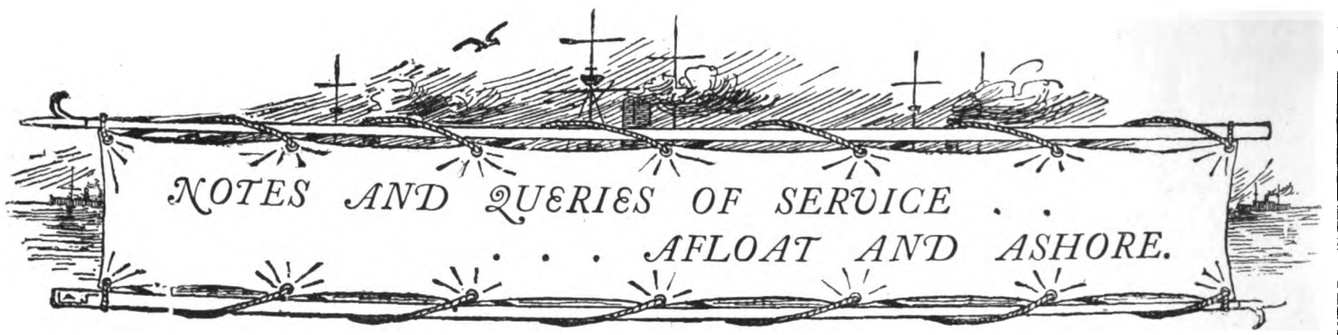
recruits is practised are probably very few. In our own long and varied experience of Volunteer corps we have never known a case personally in which the rules of the corps were not clearly explained to every recruit before he signed his agreement.

The bands of Volunteer corps this year seem to have suffered from an epidemic of dissatisfaction. Not many months ago there was occasion to comment upon the behaviour of the regimental band of a Scottish corps during the training in camp, and shortly afterwards a somewhat similar case in another part of the country called for notice. Quite recently the wholesale resignation of the members of the band of yet another far-distant corps has been announced. The band of the Teignmouth company of the 1st Devonshire Royal Garrison Artillery Volunteer resigned in a body, an action which they had for some time been threatening. It seems that the immediate cause of their withdrawal was the regulation necessitating attendance at twenty-four drills a year, in addition to three music practices each week. It is, however, also understood that they felt themselves otherwise aggrieved, being of opinion that their work was not properly appreciated. How far this feeling was justified we have at present insufficient evidence to decide. It is satisfactory, nevertheless, to understand that, as far as we are aware, there has been no display of ill-discipline such as characterised the behaviour of another Volunteer band last summer, and it is to be hoped that some arrangement may be made which will render all ranks contented.



"GENERAL PRACTITIONER."—It has been recently decided that if civilian medical practitioners are employed on behalf of soldiers on duties which do not come within the range of ordinary medical attendance, or when they are employed in positions usually occupied by officers of the Royal Army Medical Corps, they shall, if contract rates are not applicable, receive such remuneration as may be deemed fair and reasonable. The claims must be certified by the Principal Medical Officer as fair and reasonable, and may then be approved by the General Officer Commanding an Army Corps or the General Officer Commanding a district lying outside an Army Corps command. If, in very exceptional circumstances, the Principal Medical Officer considers that abnormally high charges ought to be allowed, the claim will be referred to the Director-General of the Army Medical Service. This new order amends the regulations of the Army Medical Service, which, in this particular, were not so favourable to civilian medical practitioners employed at stations where there was no officer of the Royal Army Medical Corps. I need not remind you that the terms on which civilian surgeons are employed are in all cases reported to the War Office, the terms being previously arranged by the Principal Medical Officer. As an officer of the Army Medical Reserve you have quite rightly a prior claim to employment in your district to any other civilian medical practitioner.

* * * *

"HISTORICUS."—I cannot answer your question with certainty; but so far as I am aware the highest insurance effected on a man-of-war was the case of the frigate "Diana," mentioned in Martin's "History of Lloyd's." It was stated in evidence before the Parliamentary Commission on Marine Insurance that the policies taken out on the "Diana" on the single journey from Vera Cruz homewards amounted to £656,000, of which £631,800 was underwritten at Lloyd's amongst different underwriters, of whom one ventured £10,000 on this policy. The great growth of marine insurance took place as soon as it was known that France, and probably Spain, would assist the American colonists in their struggle for independence. During the height of this war, even for the short trip from London to Ireland, premiums of six guineas per cent. had to be paid.

* * * *

"LIEUTENANT-COLONEL."—This rank appears to have been instituted in 1687, when a Royal Warrant was issued announcing that "His Majesty had been pleased to grant new commissions to the captains of his Royal Regiment of Guards, commanded by the Duke of Grafton, by which every captain of the said regiment is made lieutenant-colonel and captain." (British Museum, MS. add. No. 4,194). From the War Office records, notably the Court Martial and Commission Books, it appears that the captains of companies in the Coldstream Guards obtained the rank about the same time, *i.e.*, in August, 1688. A subsequent warrant announced that it was the pleasure of the King (James II.) "That the captain-lieutenant of our First Regiment of Foot Guards shall at all times have the rank and command as youngest lieutenant and colonel and captain of the said regiment."

* * * *

"FAGGOT."—Faggot was a name applied to a particular class of recruits in Queen Anne's time, and the term has been defined as signifying a person temporarily hired to supply a deficiency at the muster or on the roll of a company or regiment. Considerable scandal was occasioned, especially in one notorious case, from a practice that had sprung up of recruiting every description of bad character, especially debtors, who enlisted to evade their creditors and who often paid smartly for such protection. The evil lay in the fact that these men were never even intended to do duty. They were not even supplied with uniform; on guard once and one night in the guard-room, so as to bring their names on the list of prisoners, was the extent of their military service, their pay going to the colonel. To such a pitch was this carried that a Parliamentary enquiry elicited the fact that in one regiment one-fourth of the entire strength consisted of "faggots." The "British Apollo," in 1708, uses the term: "You may be some faggot to pass at a muster." And, again, Lord Chesterfield, in 1756, writes of "William, a faggot in the First Regiment of Guards."

* * * *

"GOUBET."—The American Bushnell's submarine boat was invented about 1775, the idea being to destroy ships by fixing explosive charges on to their bottoms when in harbour. If two tortoise shells are taken, with their edges together, we get a very good idea of the shape of the boat. Motion was imparted by a peculiar screw-shaped oar, and steering was effected in the ordinary way, by a rudder. The boat was made to descend by admitting water, and in order to rise this had to be pumped out again. The illumination inside the boat was effected by pieces of phosphorus lighting up a compass card and a gauge which showed the depth attained. The torpedo consisted of a wood case outside the vessel containing about 150-lb. of gunpowder. This case was fixed to a wood screw, attached to a rod communicating inside the vessel. The idea was to fix this screw into the planking of the enemy's vessel. The magazine, being secured to the screw, would float against the ship's bottom, and when the clockwork had been in motion one hour the torpedo exploded. When Lord Howe's flag-ship, the "Eagle," was off New York, Bushnell failed to get his screw into her planking. He returned, letting go the torpedo on the way, and it exploded at the set time.

* * * *

"ENGRAVING."—The print described doubtless represents an incident which occurred in 1651, and which was probably unique. The Journal of the House of Commons records that in December of that year "a court-martial was held at Leith, when it was ordered that the divorced wife of Lieutenant Emerson, formerly whipped out of the garrison (for profligate conduct) by sentence of the Court, and ordered never to enter the town again, being now taken upon suspicion of the same act, should be led with her face uncovered, her back bare, with a rope about her in one hand of the Marshal and a whip in the other, from Edinburgh Port by the Main Guard to Sand Port in Leith, and then led back to prison till a conveniency of shipping be had to send her to England, and in case she re-enters the garrison again at any one time hereafter, then to be whipped forth again."

* * * *

"MAORILAND."—The paymaster branch of the Navy is entirely trained in the Service. They must enter between the ages of sixteen and eighteen by competitive examination for the rank of assistant clerk. The duties of a Naval paymaster may be shortly stated to be as follows: Keep the public money, and make all payments, whether of wages to officers and men, or other disbursements, such as for food to local contractors, make all victualling arrangements for the ship, draw and issue all clothing, and clerical work of the ship. The paymaster's staff in a large ship consists of an assistant paymaster, one or two clerks, two or three writers, and a ship's steward, with several assistants. The work is divided up as necessary, but in addition to the duties detailed above, it may be said that every single bit of paper work in connection with the ship and her personnel passes through the paymaster's office. In a flag-ship the accountant branch furnishes the admiral's secretary, his clerks and writers, who do for the commander-in-chief of the fleet what the captain's clerk does for the captain of the ship. The clerical work of the accountant branch of the Navy is, owing to the necessity of keeping detailed records of every man and every article, very considerable, as also are their responsibilities. We consider that even were you eligible for the rank of paymaster you would find it very hard work to pick up the business without the years of training that is the customary probation of the junior officers.

* * * *

"NAAUWPOORT."—I am glad to hear that the NAVY AND ARMY ILLUSTRATED is so well liked in your district. I am always pleased to answer queries sent to me by Colonials. The rank of a non-commissioned officer in the Army or Royal Marines is indicated by one or more chevrons, with the addition in certain cases of a crown or a star. A chevron is an heraldic device of the class known in heraldry as "honourable ordinaries," and is made of the "bends dexter and sinister issuing from the right and left base points of the escutcheon meeting and ending pyramidally in the collar point." Chevrons were first introduced as badges of rank in 1802, up to which date rank was shown by shoulder knots. Chevrons of rank, up to the number of three, are worn point downwards on the right arm above the elbow. Wearers of four bar chevrons, and bandmasters and musicians of the Royal Artillery (except quartermaster-sergeants of the Foot Guards, and sergeant instructors of Volunteers, who wear four chevrons above the elbow) wear their badges point upwards below the elbow, others wear their chevrons point downwards above the elbow. Sergeant-majors wear four bars, sergeants three, corporals two, and bombardiers and lance-corporals one bar.

THE EDITOR.

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3rd MADRAS LANCERS AND SYCES.

NATIVE DRIVERS, ROYAL HORSE ARTILLERY.

OUR INDIAN EMPIRE.

A RUNNING RECORD OF MILITARY LIFE AND INCIDENT IN THE "SHINY EAST."

By CAPTAIN OWEN WHEELER.

ANOTHER little Frontier expedition, and against our old friends the Waziris, the Kabul Khel clan of which has apparently called for a little wholesome correction. So far as is positively known at the time of writing the trouble is purely local, and the contemplated expedition merely a minor one of the punitive order. The commander is to be that fine soldier, Major-General C. C. Egerton, C.B., D.S.O., who is a First-Class District commander in the Punjab, and has his headquarters at Abbottabad. General Egerton has a splendid war record of seven campaigns, and led a column in the Waziristan Expedition of 1894-95. He also commanded the 1st Brigade of the Tochi Field Force in the suppression of the great Frontier risings of 1897-98. It may, therefore, be taken for granted that, if it is only for the purpose of teaching the Kabul Khels a lesson that this admirable Frontier leader has been recalled from the Delhi Manœuvres, the purpose will be swiftly and completely fulfilled. The Kabul Khels lie about Bannu, and the Force is to have its base at Kohat, which is within easy distance of that station. The "little Switzerland," as Sir Thomas Holdich calls it, which is dovetailed between the Tochi and Gomul Rivers, and is known as Waziristan, is not the best of countries for campaigning in, but one way and another we know now as much about it as it is needful to know for practical purposes, and General Egerton will not have to lose much time in "feeling his way."

Personally speaking, I do not quite like the look of this expedition, in spite of the reassuring messages which have been flashed from Simla with regard to it. Considering the elaborate manner in which Lord Curzon avoided the semblance of sending a punitive expedition against the Mahsud Waziris, who, we were taught to believe, were merely blockaded into submission, this definite move against the Kabul Khels seems to have come about somewhat suddenly, and it does not appear likely that a leader of Egerton's position and record would be placed in charge of any but a considerable force. It is very unfortunate, of course, that there should be any need to send an expedition over the Frontier within a few weeks of the Coronation Durbar; and it is possible that, by making a show of force under a well-known general, Lord Curzon hopes to have the difficulty, whatever it is, settled by Christmas. But Waziris are Waziris, and in times past they have caused us an immensity of trouble, the origin of which seemed at the time comparatively trivial.

Extended operations in Waziristan would probably suit the Indian Government very ill just now. Apart from the suggestion that the Frontier is still in rather an inflammable state, it seems questionable whether the time is propitious for military demonstrations within easy distance of the Afghan border. We cannot forget that the treacherous murder of our officers at Maizar in the Tochi Valley in June, 1897, was followed by the prompt disappearance of the Mada Khel Waziris, who were responsible for the outrage, into Afghanistan, where they lay safe and snug while the expedition under General Corrie Bird scoured their country. We had actually then to promise these scoundrels not to hang anyone for the murder in order to get them to surrender on our side of the boundary.

What assurance have we that Afghanistan will not again furnish an asylum for Waziris escaping British justice? Despite the repeated statement of our cordial relations with the Ameer, and the trivial instances recorded of his friendliness, we have no reason to hope that Habibullah will be any more ready than Abdur Rahman was to chase any fugitive Waziris back over his borders. On the other hand, it is quite as impossible for us now, one would think, to enter Afghan territory in pursuit of the most outrageous Waziri miscreant as it was in the days which followed the Maizar outrage, for although Habibullah himself might be willing to stretch a point in this direction, it is not likely that those who are constantly in his company would lose such an opportunity of deprecating in the most violent fashion any British transgression of the Afghan frontier.

Talking of the Ameer and the Waziris, it is well to take note of the former's relations with that other great tribe of frontier firebrands, the Afridis, who some time back sent various deputations to Cabul, just as they repeatedly did in the days of Abdur Rahman. There is no doubt that among the Afridis there are certain irreconcilables who still cherish a hope of joining in a *jehad* against British power, led, of course, by the Ameer of Afghanistan in the capacity of a full-blown Khalif. But there is reason to believe that the majority of the members of the Afridi deputations who have recently visited Cabul have been actuated chiefly by the hope of getting complimentary presents. Be that as it may, the deputations gratified the Ameer, and he is said to have expressed a wish to raise one or two Afridi regiments for service in his Army. This idea has been warmly supported by a prominent Afridi malik, named Khwas Khan, who has taken refuge in Afghanistan because he is "wanted" by us in connection with the Frontier risings of 1897.

Some few Afridis may have fallen in with the idea; but it does not look as if there would be any general acceptance of it, for the Afridi is a mercenary scamp, to whom the prospect of steady pay and a pension in the British service appeals much more strongly than do the doubtful advantages of soldiering in one of the Ameer's regiments. Still, there would appear to have been sufficient fuss created by the Ameer's supposed hankering after Afridi corps to produce some misunderstanding, and it may well be that some rather plain expostulation has been forthcoming from the Indian Government on the subject. Certainly the latter is not at all likely to allow the Ameer to enlist Afridis in large numbers and on an organised plan without explaining in a very precise manner its own position, and the need there is for respecting it.

But far more serious, of course, than any possible misunderstanding with the Ameer on account of his relations with any of the Frontier tribes is the sustained uneasiness with respect to Russia's attempt to open commercial communication with Afghanistan, in spite of the long-standing agreement on the subject. I said last week that the earlier telegrams looked to me like the beginning of the end—by "end" was meant a definite quarrel with three or four alternative issues—and later despatches do not seem to render necessary any modification of this expression of personal opinion. On the contrary, it would seem that we ought to exercise the very greatest caution in view of the extremely astute manner in which the Russians have gone to work. So far as can be gathered they have carefully avoided, at present, any violation of the strict letter of their agreement not to approach the Ameer except through the Indian Government. For the message from the Russian Government, which is said to have been read aloud in the Cabul Durbar, may well have been the letter from the Governor of Afghan Turkestan enclosing a Russian "report," which is mentioned in another despatch. But if the letter of

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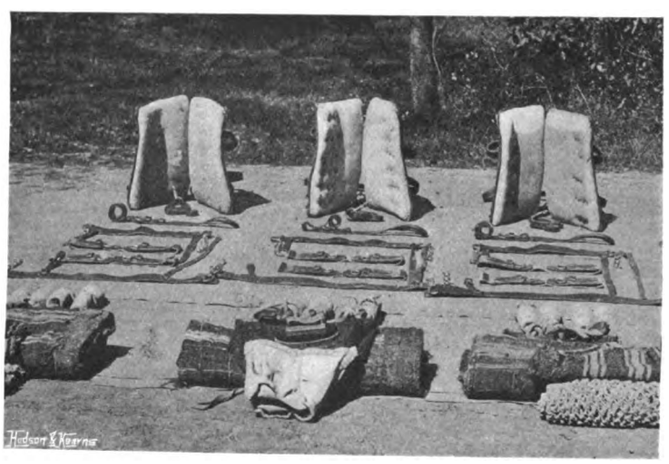
the agreement has been strictly kept, it would seem as if no very honourable adherence to its spirit had been evidenced.

The trouble is not altogether that we cannot put a spoke in the wheel of the Russian advance if necessary, but that this insidious method of approaching an Oriental potentate always does harm by giving him a more or less "swelled head." It may be taken for granted that before long, unless some very prompt and effective steps are taken to counteract any such tendency, Habibullah will begin to put on airs and to imagine that he can play off Russia against England, as, to some extent, Shere Ali did. Of course it is all very ridiculous, but it is readily to be understood that a not very virile or energetic ruler in such an environment as that at Cabul might easily be induced to assume an objectionable attitude by the skilful and unscrupulous approaches of a Continental Power, backed up by the flattery of his own favourites. Abdur Rahman did not succumb to such influences because he knew the Russians and their methods too well, and the Russians very soon realised that it was useless to talk to such a strong and subtle man of the advantages of Russian trade relations. But even Abdur Rahman was not proof against the flattery involved in the deputations which visited him from Frontier tribes, and which, if he had been a truer friend to us, he would have sent back to their villages sadder and wiser men.

There is one consoling circumstance in connection with the present situation, and that is the certainty that the Indian Government is very much better informed about all the facts of the case than it will ever admit itself to be. The allusions in Kipling's "Kim" to the great game of espionage and counter-espionage which goes on in India and in the borderland are not by any means overdrawn, and where one hint of a suspicious circumstance gets into the papers, half-a-dozen carefully compiled reports have already, in almost every case, reached the proper Government quarter. Nor does it matter how remote the corner may be in which the incident has occurred. I remember many years ago discussing with an official, who had a good deal to do with these delicate matters, the annexation of a certain large slice of native territory. He told me that a good deal of trouble had been caused because in a mysterious way—which was afterwards made clear—the memorandum recommending the annexation had found its way to the ruler of the out-of-the-way territory which it was contemplated to annex. "He actually read out the memo. in durbar," said my friend. "How do you know that?" I asked. "One of my agents was present," replied the official, and I left it at that.

MULE TRANSPORT.

THE ordinary civilian thinks that when he sees a noble force of fine young men, well-armed and knowing how to use their arms, he sees a tangible element of the country's defence. These men are drilled to perfection, and leave nothing to be desired as regards physique. Their hearts are loyal, and they represent possibly the finest material in Europe. The soldier, seeing them, admires them quite as much as the civilian does. He thinks, however, "What a white elephant would such a brigade be to me if I were trusted with them for any of the operations of war! They are magnificent! How shall I feed them? How shall I carry them from point to point when I am acting?" The brigade is, of course, one of Volunteers. His thoughts follow the line that now that the authorities, stimulated by the late war, desire to increase the efficiency of our soldiers, it is surprising so little attention is paid to the subsidiaries of an army. These subsidiaries are, in our Service, called departments. No considerable force can move ten miles in an enemy's country unless what we call the departments are carefully administrated. To put it plainly, the men must be fed and clothed, or else, being only men, they will die. In every war in history the efforts of the commissariat and transport have been scantily acknowledged. There is one recent case, which may be regarded as the exception proving the rule, where a supply officer has received an adequate reward.



THE SADDLERY FOR THREE PACK MULES.

One man has to clean these.

In our Indian Army, which may be taken as an example of our permanently "Service" Army, so to speak, the question of transport has been one of extreme anxiety for some years. Palpably, railway transport is the best of all, but when we have to establish communications where there are no railways, over miles of mountains and rivers of which there has been no possibility of a correct survey, the mule is found to be the most useful animal. The mule is hardy and patient, and astonishingly strong. The nimbleness and activity of the mule have to be seen to be believed. To tell what he can do under a heavy load would sound like a traveller's tale. No doubt many of our readers will recall friendly memories of this best of all transport animals. For transport there is nothing to touch a mule, if we consider the weight he will carry and the food he eats, and how he will carry condition on "short commons." The one difficulty with our friend the mule is that he must have clean water to drink. Foul water, which will be readily drunk by a thirsty horse, will be refused by a mule, even though the want of a draught may cost him his life.

The three pictures we reproduce here are of considerable interest, showing various phases of mule transport. This is a subject of importance, and we propose to deal still further with it in future numbers, notably in connection with our Indian transport staff and the various methods in which the mule is used for the conveyance of military equipment.

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A COMPANY'S COOKING KIT.

A compact arrangement.

"Navy & Army."

CAMP BAKERY OVENS.

Fresh bread at each halt.

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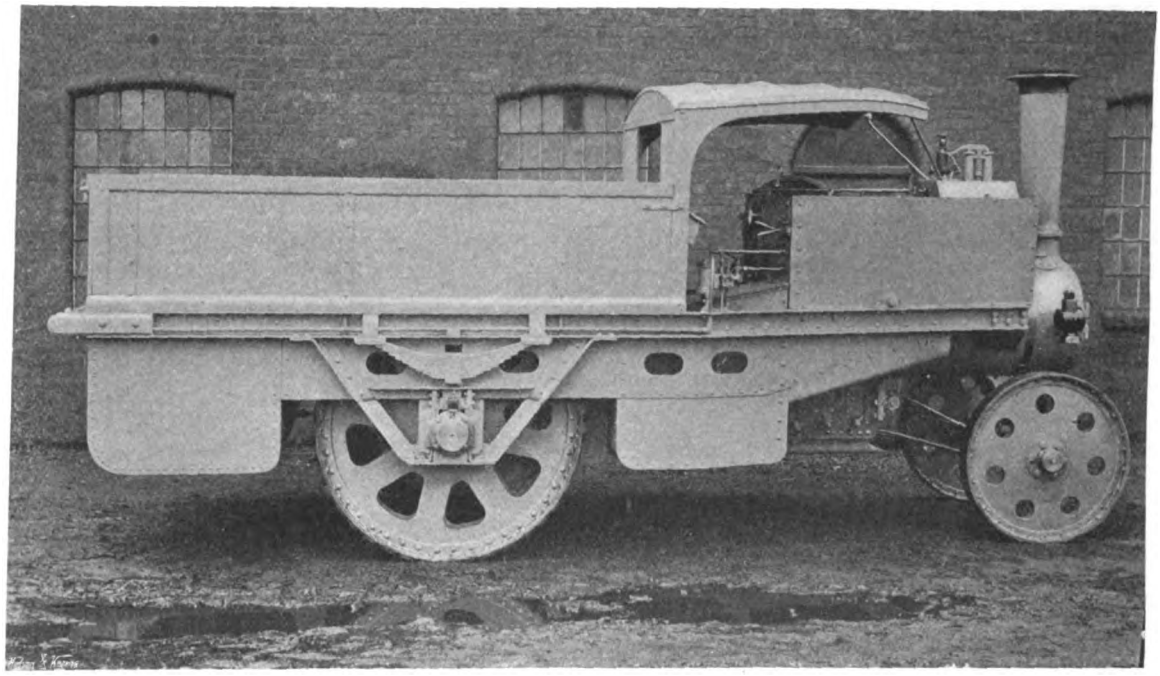
MILITARY MOTORS AND LORRIES.—II.

IN an article printed in the issue of NAVY AND ARMY ILLUSTRATED for the 8th inst., the subject of automobilism as applied to military purposes was roughly distributed under three distinctive headings: (1) Flying Motors; (2) Lorries; and (3) Heavy Traction Engines. In all such cases it is difficult to prevent a certain amount of overlapping, but on an extended review of the subject it will probably be found that, for all practical purposes, the above main distinction between types will suffice. But it must not be suffered to confuse another and scarcely less important differentiation, to which it now becomes necessary to allude, and which has at least a partial application to all three of the types above-mentioned.



THE FODEN STEAM LORRY.
Extremely compact and useful.

The driving power of flying motors, lorries, and traction engines is, of course, an immense subject, and one into which it is not necessary to go very deeply in a series of more or less discursive notes like these. But, as the latter are intended for general readers even more than for expert automobilists, it seems desirable at the outset to explain one or two points with which those who have hitherto given the subject no attention are very possibly unfamiliar.

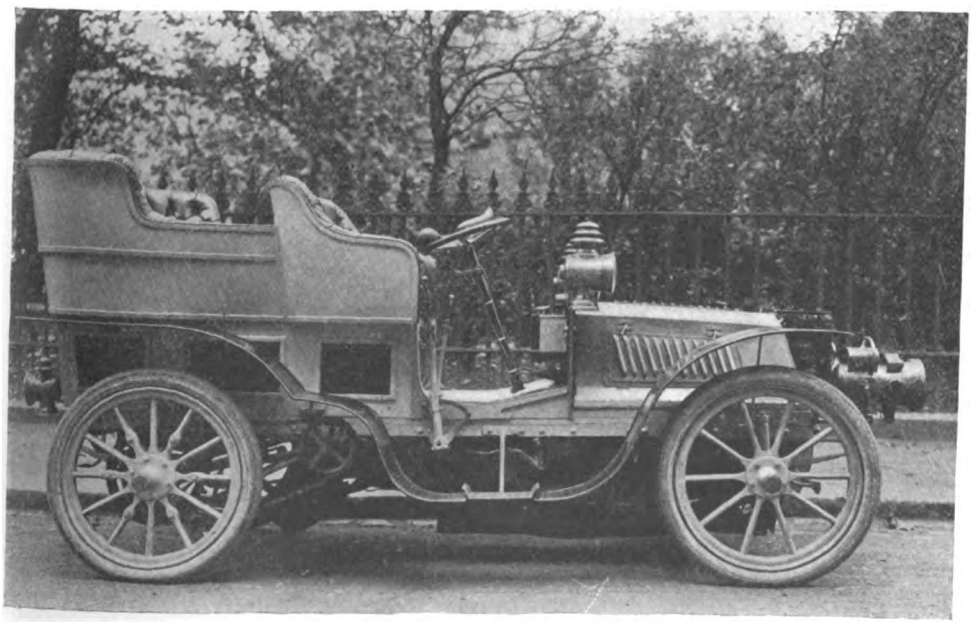
Steam was, of course, the power first used to any practical extent in connection with mechanical traction, and the honourable position it still holds needs no particular demonstration. For heavier traction purposes steam may continue to hold its own for many years, not only because of its wonderful trustworthiness and efficiency, but because steam road-engines which are suitable for dragging enormous loads can be very profitably used during a halt for such purposes as generating electricity for search-lights, or, as will be noted hereafter, for recharging the storage batteries of small motors. It will be in the recollection of readers of this journal that Colonel Crompton of the Electrical Engineers took out to South Africa an Electric Train and Cyclist Telephone Corps, the most prominent feature of which were powerful road-engines used to convey all the electrical material, and to drive the dynamos during a halt.

As a specimen of the cast-iron efficiency of the steam road-engine it is on record that at the beginning of the war in South Africa three or four road-engines were wrecked, and spent a couple of months in a good many fathoms of water. They were then fished up and cleaned, and were subsequently worked at the front, where they did just as good service as if they had suffered no detention on their way out from the factory.

One fears that a battery-driven motor, or one of the elaborate machines with which gentlemen muffled in weird costumes break world records over the carefully dusted kilometre track, would hardly consent to do much useful work after sojourning for two months at the bottom of the sea!

While steam continues the most serviceable power for big traction engines, and is largely used in connection with lorries, the oil-engine is the most popular form of propulsion for the vehicle to which, for the purpose of these notes, the term "flying motor" is applicable. Oil-motors are really gas-motors on the explosion principle. Gas formed from one of the naphtha hydro-carbons (petrol, benzine, gasoline, etc.) is conducted through a valve into the cylinder, where it is mixed with a considerable quantity of atmospheric air. In the Daimler engine, which is a familiar type, a second stage or "cycle" is accomplished by the compression of the explosive compound in the cylinder by the piston, ignition being effected by an incandescent tube. "The third cycle, subsequent to the ignition, is the period of the useful stroke, while the fourth is the period of the return stroke of the piston during which the burnt gases are expelled." (Lockert's "Petroleum Motor-Cars." London: Sampson Low, Marston, and Co.)

Of course there are numerous variations of manner in which the above principle is put into practice, and precedence is given to the Daimler type on the ground not of expressed preference, but of historical priority; for it was the German engineer Daimler who, by substituting in 1885 the incandescent tube lighter for the open flame-method of ignition used in stationary oil-motors, made it possible to construct light and rapid cars by this method.



A 10 H.P. WOLSELEY CAR.
Made for the Duke of Westminster, an ardent motorist.

Passing over compressed air and other comparatively little-used systems of propulsion, we come to electricity, of the use of which in traction we have very striking exemplifications in the "Twopenny Tube" and the Electric Tram. But, of course, any method of electrical traction in which the vehicle takes its current from an overhead wire or a rail is useless for most military purposes. An independent electrically driven motor must obtain its electricity from storage batteries, which have to be recharged at not very lengthy intervals, and most types of which are extremely heavy and liable to deterioration. As a rough illustration of the weight difficulty, it may be mentioned that the lead batteries used in an ordinary American electric cab weigh from 1,000-lb. to 1,200-lb., and will not carry the vehicle with certainty more than thirty miles. But if Edison's new storage battery—described in the current *Windsor Magazine*—is all that it is said to be, this weight per horse-power may in future be divided by three, and there will certainly be a military future for cars driven under these improved conditions.

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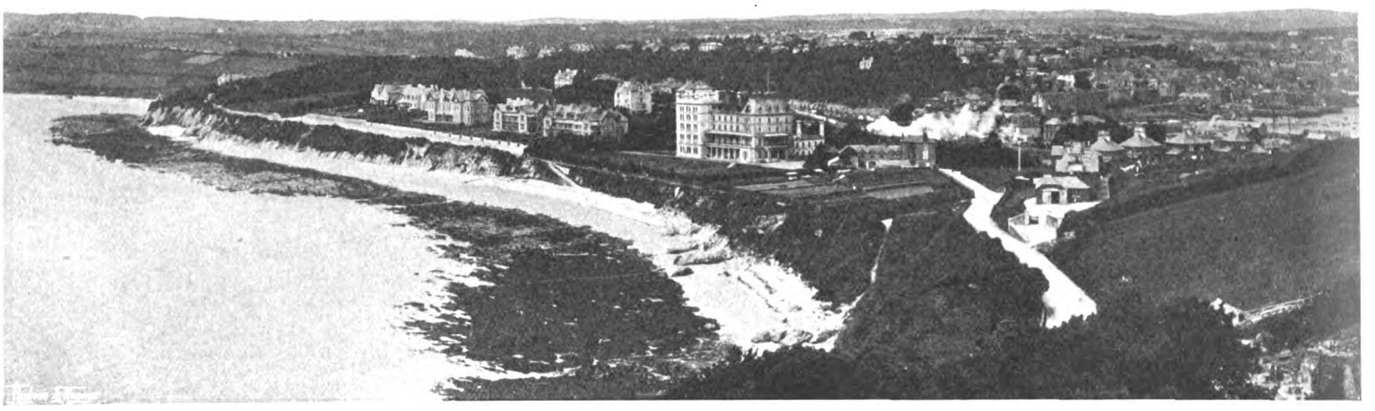
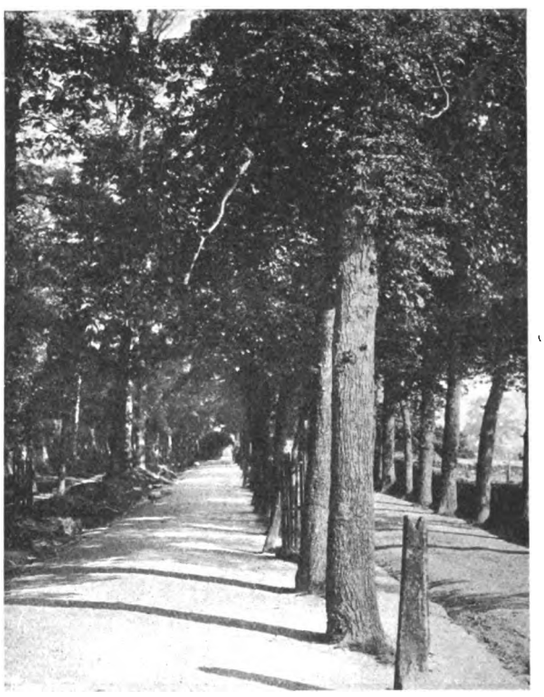
ROUND THE WORLD.



FALMOUTH. THE VISITORS' QUARTER.

FAIR FALMOUTH.

APART from its magnificent natural harbour, said to be one of the finest in the world, it is astonishing how few people have any conception of the almost unequalled advantages which Falmouth offers to those in search of a mild winter climate. But English people are notoriously ignorant of the charms of their own many delightful resorts—hence the tremendous exodus abroad at this time of year. The fact that so favoured a spot as Falmouth should have escaped the notice of health seekers for so long is difficult to explain, especially when it is remembered that there are places twice and even three times the distances, which are far less accessible, and in many cases involve a sea passage, yet are always well filled with English visitors during the winter. Falmouth, by the way, is served by one of the most comfortable train services in England, and can be reached from Paddington, without change of carriage, in eight hours; it can also be reached by London and South Western Railway from Waterloo by changing at Plymouth, a route by which many people are in the habit of travelling.

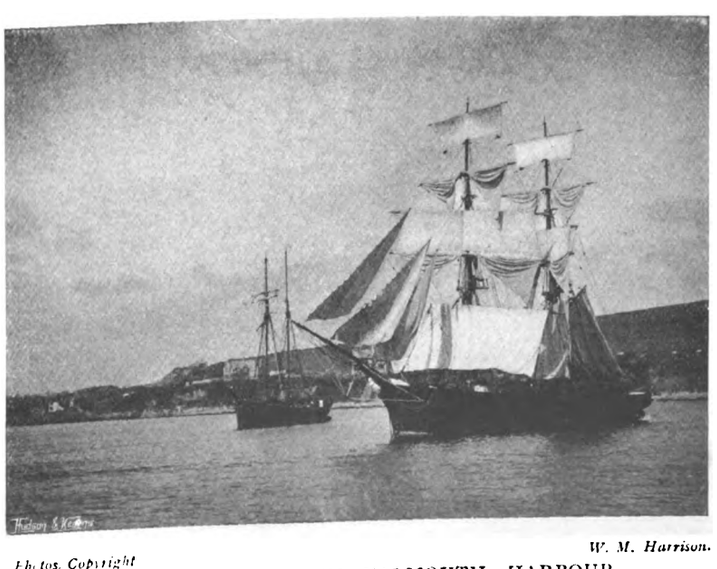


THE LOVELY ROPE WALK
Affords shade in summer, shelter in winter.

Falmouth, like one or two other favoured spots on the south coast of Cornwall, is blessed with a climate which so far as mildness and equability goes is in many ways to be preferred to that which obtains on the Riviera. Perhaps the most striking evidence of this, without resorting to tables of statistics, is furnished by the variety of exotics and sub-tropical plants which flourish in the open during the winter. It is a common sight to find rhododendrons and camellias flowering in winter, while myrtle, fuchsias, hydrangeas, citrons, azaleas, etc., all appear to grow to perfection. Tree-ferns may be seen growing unprotected almost as luxuriantly as they do at the Antipodes.

Sir Joseph Fayrer, Bart., the eminent physician to our late Queen, and Physician in Extraordinary to King Edward VII., recently derived great benefit from a visit to Falmouth on the recommendation of Sir E. Sieveking. In reply to a letter addressed to him last year, asking his opinion of Falmouth as a health resort, Sir Joseph Fayrer writes: "I am glad to be able to assure you that my opinion of Falmouth as a winter health resort has not been changed by the experience of a fourth winter spent here. It is true that the season has been a trying one, that an unusual amount of inclement weather, accompanied by occasional falls of snow and low temperature, with, during March, a more than usual prevalence of easterly wind, has obtained, but I am well aware that the season has been an unfavourable one everywhere, and that the Riviera itself has not been more fortunate; in short, that however severe the winter may have been in Falmouth, it has been worse elsewhere, whilst the general health of the town, as seen by the official returns, has been good, with an almost complete exemption from epidemic disease. I have been able, with few exceptions, to spend the day, as is my wont, at sea in my sailing boat, and am convinced that, on the whole, my selection of this place as a refuge from the London fogs was a judicious one."

The history of the town dates back into mediæval times, although it was not until the reign of Charles II., in the year 1660, that Falmouth received its name. A year later it received its Charter of Incorporation. The first and last port of call in England, Falmouth was once one of the most important commercial ports in England. But the years have changed all this, and the once famous seaport, with its unequalled harbour, now bids fair to become at no far distant date one of the most popular health and pleasure resorts on the South Coast. The town still retains much of its quaintness, and consists practically of one long, narrow, winding street, running parallel to the harbour. Falmouth Harbour, into which the river Fal empties itself, is about ten miles in



Photos. Copyright W. M. Harrison.
"DRYING SAILS" IN FALMOUTH HARBOUR.

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circumference and almost land-locked; it is a favourite anchorage among yachtsmen, and some of the finest yachts grace its waters in the summer-time, while the scene depicted in our illustration of "drying sails" is one of common occurrence on a fine day. War-ships of various nationalities and torpedo flotillas are not infrequent visitors to this magnificent harbour.

The river Fal, connecting Falmouth with Truro, is a fine broad stream, eleven miles in length, and is in fact one of the chief features of amusement. Throughout the summer there is a first-rate service of steamers, and the trip up to Truro is one of the most beautiful imaginable. On the opposite side of the harbour we find the Percuil River, by which the charming little village of St. Mawes, itself a first-rate winter resort, may be reached. Probably few people outside of Cornwall have ever heard of St. Mawes, yet it is one of the oldest of boroughs. When such cities as Manchester and Liverpool were insignificant and unrepresented, St. Mawes sent its two Members to Parliament. Many centuries ago it enjoyed the full dignity of a Mayor and Corporation. It was disfranchised in 1832. St. Mawes, as will be seen in the photograph reproduced here, is charmingly situated, being completely sheltered from the east and north, with a full southerly aspect. Its climate resembles closely that of Falmouth, from which it is about three miles distant across the bay. Another point in favour of St. Mawes is that it is supplied with a first-class hotel, the Ship and Castle, whose charges, it should be remarked, are most moderate in winter. For those who are fond of perfect rest and quiet, we should say St. Mawes would prove an ideal spot.

FALMOUTH HARBOUR.
A favourite anchorage

In the matter of hotel accommodation, Falmouth is singularly well provided, for it has three of the most comfortable hotels anyone could wish for. The Green Bank, which is about ten minutes' drive from the station through the town, commands a most charming view of the harbour, and is most home-like and comfortable. The Falmouth Hotel is of course on a very much larger scale, and, together with the Pendennis, is situated on the sea front. The Falmouth Hotel will be seen standing out in bold relief in the picture which appears at the head of this article. It stands in its own grounds, and has lovely views. At the Pendennis visitors are received *en pension* during the winter.

We are indebted to Mr. W. M. Harrison, the leading photographer in Falmouth, by whose courtesy we are enabled to show our readers a few of the many charming points of interest to be found in this Cornish haven.

Photos. Copyright. PRETTY LITTLE ST. MAWES.
A short boat trip from Falmouth.

W. M. Harrison.
UP THE RIVER FAL.
King Harry's Passage.

Taking Falmouth as a starting-point, there are endless excursions by water, by carriage, or by walking. Among the walks, the charming zigzag cliff walk on the front of the bay and close to the Falmouth and Pendennis Hotels is much resorted to by invalids, and here even in midwinter it is often quite hot. Some of the best views are to be obtained by walking from Flushing Quay, reached by ferry from Green Bank, through Trefusis Wood as far as Trefusis Point. The trip to the Lizard is one that every visitor should endeavour to make. The distance is twenty miles, and may be made either by carriage or cycle. Land's End is reached by taking the train to Penzance, thence a distance of nine miles by carriage.

A FAMOUS HOTEL IN MUNICH.

VISITORS to Munich cannot fail to have noticed that huge building which stands at the corner of Max Josef Strasse and Otto Strasse, facing the beautiful Maximilian Gardens. It is the Hotel Continental, than which no other hotel in Europe is able to boast of so long a list of Royalties. Situated in the most fashionable part of Munich, there is certainly not much architectural pretension about it, but the interior makes up for any shortcomings in this direction. In the fitting up of every room the utmost taste is shown, while the reading-room, smoking-room, and especially the dining-room, on account of their magnificent carved oak ceilings, are unique. In this respect they may be said to compare favourably with those found in many an old castle or country house. Notwithstanding the number of Royal personages who make the Continental their home from time to time, the humbler guest, whoever he may be, is shown an equal amount of courtesy and attention, while the general management, which is in the hands of Mr. Wehmeyer, is faultless. All the qualifications essential to justify the title of a "first-class hotel" are found at the Continental, whose sanitation, by the way, is perfect, and the back rooms, which in the majority of hotels are least in demand, at the Continental are equally attractive with those in front.

THE HOTEL CONTINENTAL, MUNICH.

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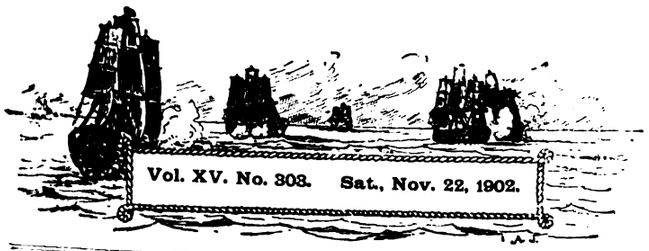

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MEMS. FOR NAVAL AND MILITARY MESSES.

THE annual general meeting of the Association of the Men of Kent and Kentish Men was held at the Cripplegate Institute, Golden Lane, E.C., Mr. James Bills in the chair. Lord Harris was re-elected president for the ensuing year, the vice-presidents being Major G. E. Banes, Sir Frank Green, Lord Guilford, General Mackinnon, Lord Northbourne, and the retiring chairman of council, Mr. James Bills, who has completed a second term in this responsible office. The honorary treasurer (Mr. E. W. Hughes), the honorary secretary (Mr. Walter T. Hearn), the honorary assistant secretary (Mr. L. Stanely Johnson), and the honorary librarian (Mr. W. E. Marsh) were all re-elected. Of the past council many retained their seats, whilst the new members included Mr. W. T. Monckton of Tunbridge Wells, Mr. W. Scarr of Greenwich, Mr. G. E. Plumstead of Rochester, Mr. E. F. A. Feesey of Maidstone, Mr. H. T. Wilkins of Deal, Dr. F. S. Toogood of Lewisham, Mr. J. Shenton of Blackheath, and Mr. A. Robson Nelson of Greenwich.

The annual dinner of the association took place at the Holborn Restaurant last week, under the presidency of Lord Harris, the guest of the evening being General Sir John French, and amongst others present were General W. H. Mackinnon, Mr. J. Henniker-Heaton, M.P., Mr. Marsham (Chairman of the Kent County Council), Mr. G. Collard (Mayor of Canterbury), etc. The members of this flourishing association now number over a thousand. All particulars concerning the association and its membership can be obtained from the honorary secretary, Mr. W. T. Hearn, 11, Fernholme Road, Nunhead, S.E.

Among the attractive things on sale in honour of Coronation year are the new and very dainty confections manufactured by Messrs. Fry. They are dignified by the name of the Alexandra Chocolates. They have had an enormous sale amongst the thousands of people who patronise chocolate productions. Now that we are beginning the arduous task of hunting for Christmas presents it is as well to remember these delicacies, which are sold in pretty boxes for this purpose, whilst the practical will be glad to know that they can also be bought by weight.

The Highland Concert of the Gaelic Society will be held in the Queen's Hall, Langham Place, on Thursday evening next, when the Glasgow St. Columba Select Choir will appear in London for the first time. A strong array of first-class individual artistes, headed by Mme. Marian McKenzie, Miss Iona Robertson, Miss Mary M. MacLeod, Mr. Angus Brown, and Mr. Scott Skinner, have also been engaged, and by kind permission of Colonel Balfour the pipers of the London Scottish will play during the evening. The main portion of the proceeds of the concert will be devoted to the educational work of the society.

The *Smart Set* for November can again be recommended as an interesting magazine of stories useful for a journey or for sending abroad, where such light literature is so often a great boon. The magazine begins, as is its wont, with a novelette, and for the rest there are shorter stories, verses, and articles of considerable interest.

The experiment of publishing "Social England" in parts appears to be succeeding excellently. Part III. is issued, and comes well up to the standard of the first two, while by the time this appears in print Part IV. will be on sale. Messrs. Cassell have also just issued their magazine in volume form for the year 1901-02. There are several reproductions from paintings running through the volume, which is notable for containing the well-known novel by William Le Queux, "The Unnamed," as a serial, as well as another, "The Lord Protector," by S. Levett-Yeats, which, like most stories dealing with Commonwealth times, is romantic and intensely interesting. For Service readers there are several articles, but few will leave any pages in this book unread.

At the Universal Exposition at St. Louis in 1904 Germany will make the finest exhibit ever shown from that country, and probably a sum of £200,000 will be expended. The Commissioner has sailed to choose the site of the building to be erected by his Government.

That delightful comedy of manners, "A Country Mouse," has been playing to crowded houses all this week at the Crouch End Opera House, by Miss Emma Hutchison's Company. The fun all through is admirably sustained by the principals, among whom may be mentioned Mr. Stuart Champion and Miss Doris Templeton.

The force of contrast could not go farther than in the scenes in which the principal action passes in the new play by Mr. J. M. Barrie, called "The Admirable Crichton," now being presented upon the stage of the Duke of York's Theatre. The idea of the play is to picture life under highly civilised conditions, and also under conditions just as conspicuously primitive. In the latter case the action takes place in a rough log hut, with the most uncouth makeshifts in the way of furniture, while in the former we find ourselves in a delightful drawing-room in Mayfair, all charming old French furniture and tapestries, with family portraits and all the bric-à-brac that makes a modern room fascinating. The contrast is interesting, and Messrs. Oetzmann and Co., of Hampstead Road, N.W., and Grafton Street, Dublin, have been characteristically successful in showing the refinement and attraction of a beautiful drawing-room as opposed to the primitive surroundings of life in a log hut on a desert island.

An interesting exhibition of pictures is now being held at the Doré Gallery by Miss Evelyn March Phillipps, the sister of Captain L. March Phillipps, whose book "With Rimington" gave one of the most vivid accounts of a soldier's experiences in the war in South Africa. Miss March Phillipps's pictures are all in water-colour, and are exhibited under the attractive title of "In Italy and Elsewhere." They represent a year's wanderings in many beautiful parts of Italy, Brittany, and England. The private view was held on Friday last, and was patronised by a large number of people well known in town.

Miss Agnes Weston has just published her interesting annual report of the work done at the Royal Sailors' Rests in Portsmouth and Devonport. In it are duly set out the subscription lists, the balance-sheets, etc.; but in addition to these there are many interesting notes of "The Handy-man, and what I Know of Him." In them Miss Weston tells of the ready help she has received again and again to her appeals for help for the widows and children of men who lost their lives in such dreadful disasters as that on board the "Daring" and the "Mars": and, again, for those whose men sailed away in the "Condor" and have not been heard of since. For the latter she received in answer to a letter published in the newspapers the sum of £1,455 1s. 6d., with which she was able to give the immediate help so much needed in cases of that description.

Miss Weston also tells of the progress of the new Royal Sailors' Rest at Devonport, which is being built in memory of the late good and great Queen Victoria, to which also King Edward and Queen Alexandra have each given a cabin; she speaks hopefully of temperance work amongst sailors; and gives a pretty little picture of two members of the Naval Brigade of Young People who collect funds to found a cabin in the new buildings at Devonport, and also make useful and fancy articles for the weekly "bazaar stall" at Devonport and Portsmouth.

The Viceroy and Lady Curzon gave a farewell dinner to Sir Power and Lady Palmer prior to their leaving Simla. The dinner took place at the Viceregal Lodge, and amongst those present were the Lieutenant-Governor of the Punjab and Lady Rivaz, the members of council, and leading officials in military and civil departments. After the health of the King, the Viceroy proposed that of the guests of the evening, Sir Power and Lady Palmer, and reminded those present of the great experiences the former had had in the Mutiny, Abyssinia, Sumatra, Afghanistan, Suakin, the Chin Hills, and Tirah, which gave a very fair idea of the variety and distinction of his career before he became Commander-in-Chief. Lord Curzon went on to review the work he had so ably carried on in organising the troops for the China Expedition and in selecting men from the Indian Army for South Africa, a work in which he had shown very great discrimination. He concluded by saying that Sir Power handed over the Indian Army to the new Commander-in-Chief as a far better and more finely-equipped force than when it had come under his control in the spring of 1900.

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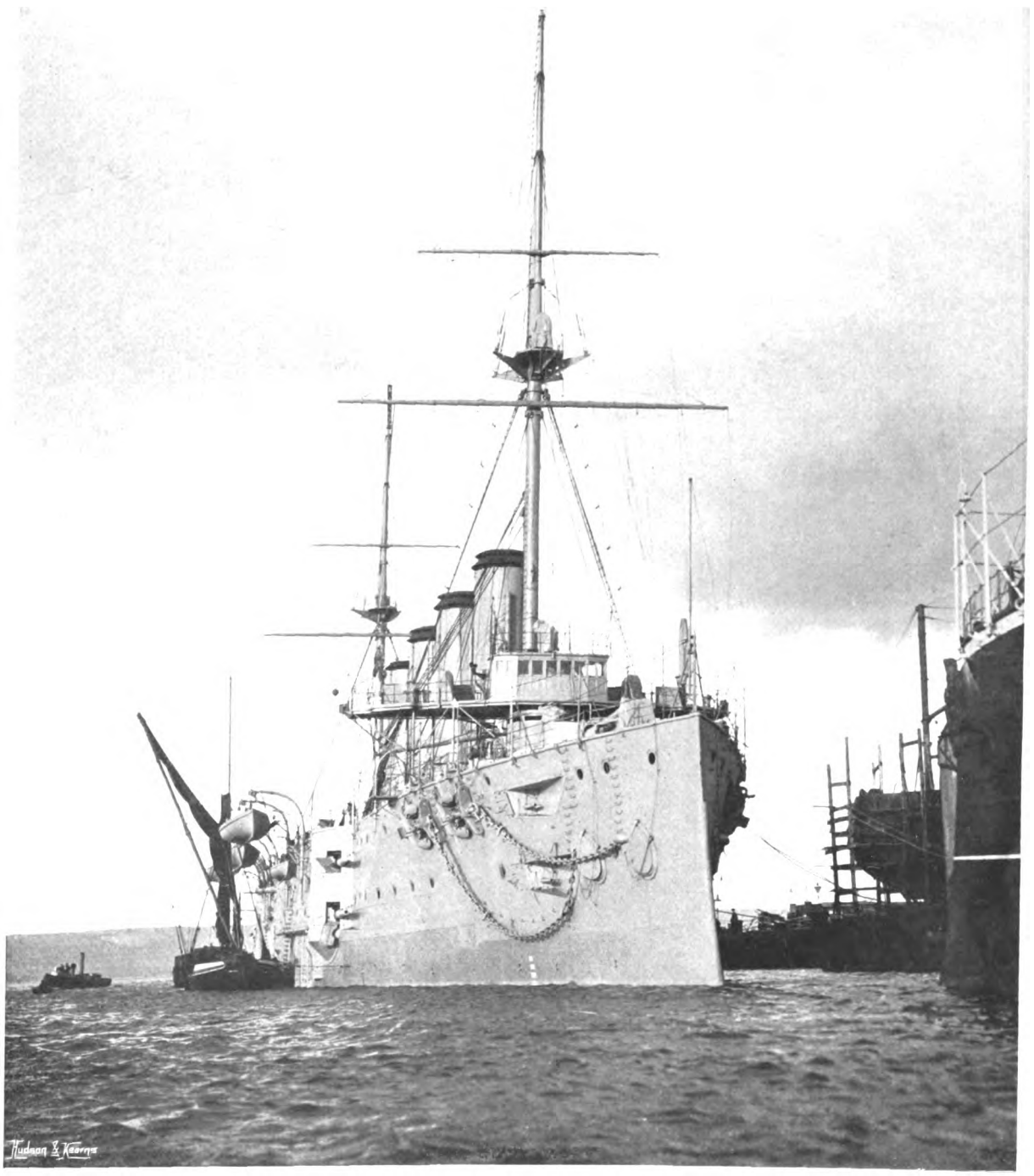

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FREIGHTED WITH THE EMPIRE'S BEST WISHES.

THE COLONIAL SECRETARY'S VISIT TO SOUTH AFRICA IN THE "GOOD HOPE."

Our illustration represents this magnificent cruiser just before leaving Portsmouth Dockyard on her voyage to the Cape. Apart from the appropriateness of her name, the vessel which has been selected to carry Mr. Chamberlain is in many ways fitting to the purpose. The accommodation for passengers is, it is true, only that of a man-of-war, and not comparable with the luxuries afforded by an ocean liner; but Rear-Admiral Fawkes, who flies his flag in the ship, has relinquished the greater portion of his cabins to his distinguished guest. With less than half her full power the "Good Hope" should easily cover 400 miles a day, and her coal capacity at this speed is equal to a ten days' run. The following are the distances in nautical miles the "Good Hope" will have to cover on the outward voyage: Portsmouth to Malta 2,157, Malta to Aden 2,330, Aden to Zanzibar 1,713, and Zanzibar to Durban 1,598.

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NAVY & ARMY ILLUSTRATED.
A PICTORIAL RECORD OF THE WORLD'S NEWS.
20, TAVISTOCK STREET, LONDON W.C.

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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

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CONCERNING . . IMPERIAL POLICY.

An old question is revived in the first number of the new and interesting magazine, the *World's Work*. Sir William Laird Clowes raises it by putting the blunt query, "Should we abandon the Mediterranean?" We have read his article with attention, but we do not find anything new in it. Ten years or so back he was saying just the same thing, and, so far as we recollect, his guns were reduced to silence then by well-directed broadsides from Sir George Clarke (now Governor of Victoria) and other authorities whom the world agrees to rate a good deal higher than Sir William Laird Clowes. In the trial of such an issue as this, the burden of proof lies upon those who bring the case into court. What has this article to say in favour of the course suggested? The arguments are not well arranged; and, so far as we understand them, they are chiefly these: (1) That we do not require a Naval force in the Mediterranean to protect either our possessions there or our trade; (2) that we need not put a high value upon the Mediterranean as a Naval training ground; (3) that there is no necessity for us to continue to be the leading Naval Power in the Mediterranean; and (4) that, by staying there, we hold out hopes of support to Italy which we should never fulfil.

Now, in order to induce any great Power to loosen its hold upon any of its interests, very strong positive reasons for such a step must be suggested. All Sir William Laird Clowes's reasons seem to us to be negative. At one point in the article he appears to be on the verge of telling us what he thinks would be the positive advantages of the step he proposes. He begins to explain how it would be a benefit that we should be able "to devote our chief attention" to the Atlantic, the Cape, the East Indies, and the China stations. But he never follows up this opening. He goes off at a tangent, explaining that we might hand Malta over to Italy and Cyprus to some neutral Power such as Switzerland (as if Switzerland would be foolish enough to accept such a barren responsibility!), and he does not return to this one matter of supreme importance, which lies at the very root of his plea.

The plain facts of the case are that an evacuation of the Mediterranean by Great Britain would mean not only a loss of prestige, but the abandonment of Egypt, as well as the withdrawal from Malta and Cyprus which Sir William Laird Clowes light-heartedly recommends. Prestige is as important to a nation as reputation to an individual. If we were to withdraw our ships for no better reasons than are advanced in the *World's Work*, the world would think—and the world would not be far wrong—that the real motive for our action was weakness of purpose and distrust of our ability to protect our interests. To give up Egypt would be pusillanimous and an act of bad faith. No one supposes the Egyptians would be left alone to govern themselves. Our good work there would not be thrown away: no good work ever is entirely wasted. But we should be leaving the fruits of our endeavour for someone else to pluck, and the sneers at the British race for never knowing its own mind, or sticking for more than a little while to any one policy, would with good cause become more offensive and more frequent.

Let us, by all means, take stock of our Imperial position. Let us pass in review all the courses of action which are open to us. To do the right thing without knowing why it is right is little better than to do the wrong thing from an honest but mistaken conviction. But we must not be seduced by loose argument into supposing that a great change of national policy can ever be justified except by a clear perception of the direct advantages which we stand to gain. This article suggests no such advantages. Indeed, it does not leave the impression that its author has thought the question out for himself even. His reasoning seems to be done as he goes along—very much like the pleading of an advocate who has only had a hasty glance at his brief before rising to address the jury. It is not from an inability to express himself that the writer suffers. He is a ready journalist, with full command over his pen. His article is hazy and inconclusive because his mind is hazy. His arguments are unconvincing to others because he is not thoroughly convinced of them himself.

DEBATE AND DISCIPLINE

It is difficult to see that those Members of Parliament are in the right who seek to insist that the home authorities should take it upon themselves to revise the steps taken by the Government of India in the case of the 9th Lancers. There ought to be very strong reasons indeed for interfering in a matter of discipline of this kind. Whether the native cook was killed, as he asserted, by troopers of the regiment, we cannot tell. But we have good reason for supposing that the punishment inflicted has sufficient justification in the facts of the affair. It is not only the military authorities who have had the matter in hand. The Government of India took it up, and the sentence passed has the full concurrence of the Viceroy. When civil and military agree, it is a dangerous doctrine that their united decision should be liable to be upset at the bidding of a few people many thousands of miles away.

We have our own opinions, too, about collective punishment. It is not a measure that can often be wisely resorted to. But it is valuable in certain cases when all other means fail. Whether in this particular case nothing else would have served to mark the disgrace that is held to have been brought upon the regiment, it is not for us to say. What we can say, however, and what we feel bound to put before our readers, is that discipline can never be maintained if an outcry in England is to be allowed to influence responsible authorities in far-off regions of the Empire. We are glad that Lord George Hamilton has in this direction taken for once a strong line.

ERRATUM.—We much regret that the car depicted on page 240 of our last issue should have been erroneously described as a 10 h.p. Wolseley car. It should have been stated that the car was of 16 h.p. built by the Brush Electrical Engineering Company.

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THE COFFIN AND GUN-CARRIAGE

THE PRINCE'S ORDERS AND BATON.

THE OBSEQUIES OF A FIELD-MARSHAL.

IT is in strict keeping with the traditions of the Service that a soldier's funeral should be an impressive one, and the note of solemnity and of respect for the dead is as clearly struck in the case of the funeral of a private as it is in that of the mournful pageant which surrounds the obsequies of a Field-Marshal. But in the latter case it is only fitting that the rank and personal distinction of the deceased should receive becoming acknowledgment, and it does so, in any case, in accordance with a carefully graduated scale of ceremonial as regards the number of troops in attendance, which is laid down in the King's Regulations.

In the case of a Soldier Prince like the late Prince Edward of Saxe-Weimar, a Field-Marshal's funeral becomes a function of added melancholy significance by reason of the high relationships and connections involved. Prince Edward of Saxe-Weimar, too, was a Prince who had served with gallantry and distinction in the field; and among the medals and orders carried in the funeral procession, as shown in one of our pictures, by Major-General Sir Arthur Ellis were the various medals he had won as a Guards' officer in the Crimea. Again, as colonel of the 1st Life Guards and a former colonel of the Lincolnshire Regiment, he was followed to his grave by detachments of both those regiments. Many and various then were the associations connected with these obsequies, associations duly represented by a gathering of extraordinary brilliance as regards personal distinction and position.

The funeral ceremonial commenced with a long procession from the house in Portland Place where the Prince died to Victoria Station, whence the coffin was carried by special train to Chichester. A solemn progress through the streets of Chichester followed, and, finally, there was a service in the Cathedral, and the act of burial, with the usual mournful accompaniments of the "Last Post" and blank volleys fired by the Lincolns.

Among those present were the Prince of Wales and Lord Roberts, and the pall-bearers were Field-Marshal Sir Henry Norman and Generals H.R.H. Prince Christian of Schleswig-Holstein, Sir Evelyn Wood, Sir R. Harrison, N. Stevenson, Sir F. Forestier-Walker, Sir C. M. Clarke, Sir G. W. Higginson, Sir R. Gipps, Lord Methuen, J. Fryer, and Sir E. Hopton-White. As noted, Sir Arthur Ellis carried the deceased Prince's orders and medals on a cushion, whilst his bâton was borne by Sir Martin Dillon. Several foreign representatives were present, including Count von Schulenburg, who carried a wreath from the German Emperor.

The day was bitterly cold, and its dreariness seemed to accord with the occasion. Spectators said that the spectacle was one which will linger in their memories, accentuated as it was with special touches outside the usual circumstances of such sad functions. The last scene in the Cathedral, with the Bishop pronouncing the Benediction, having in front of him the Prince of Wales and the other distinguished mourners, is said to have been peculiarly impressive.

Besides the ceremonial at Chichester, memorial services were held at the Chapel Royal, St. James's Palace, and at the Guards' Chapel, Wellington Barracks, the attendance in both cases being singularly distinguished and representative of Royalty and of the Army.

Photo. Copyright. Ryan.

AT THE ENTRANCE TO THE CRYPT.

The service at Chichester Cathedral; the final scene.

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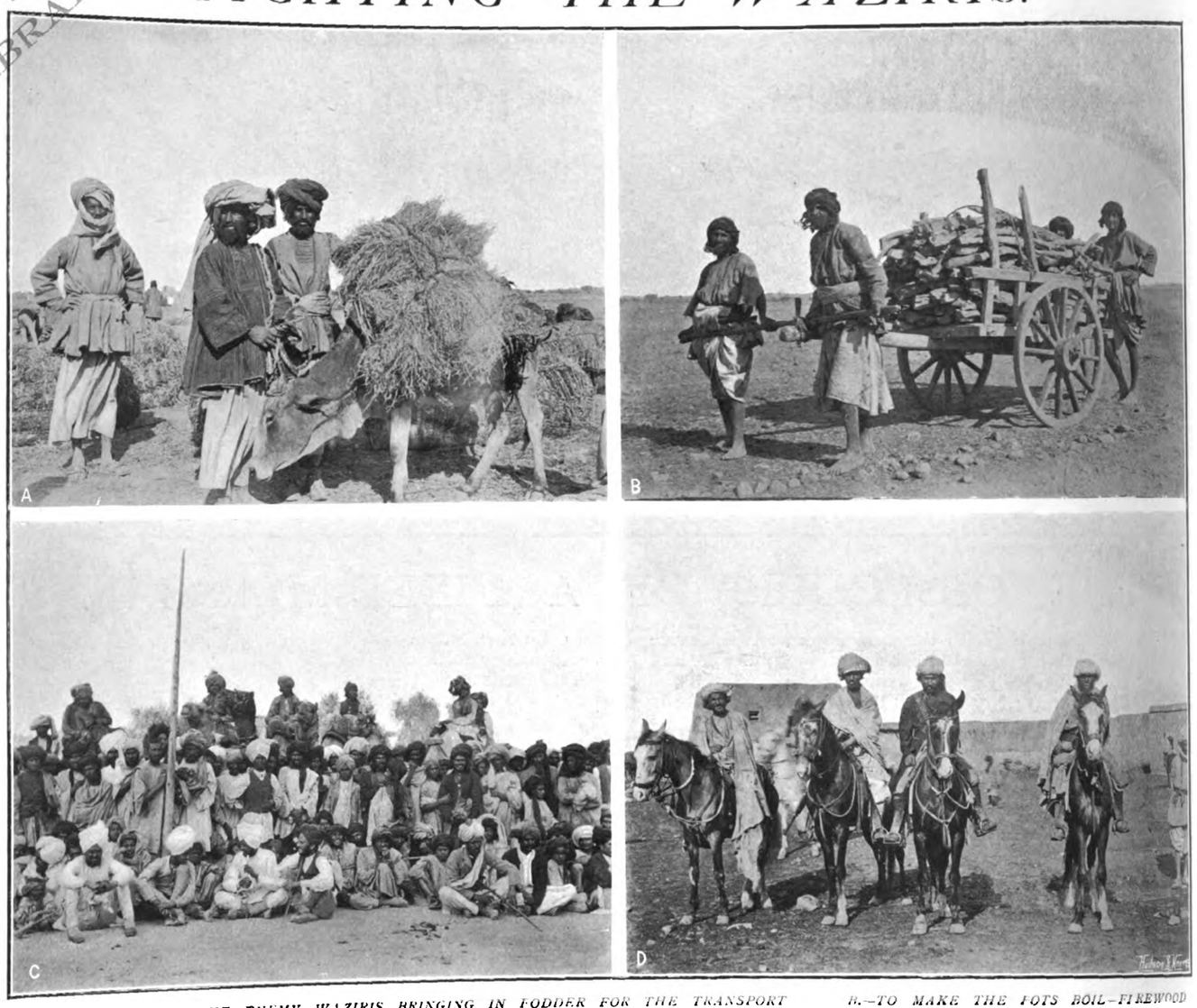
FIGHTING THE WAZIRIS.



A.—MAKING USE OF THE ENEMY—WAZIRIS BRINGING IN FODDER FOR THE TRANSPORT IS A SERIOUS NECESSITY ON THESE CAMPAIGNS. B.—TO MAKE THE POTS BOIL—FIREWOOD C.—A LULL IN THE OPERATIONS—A GROUP OF SPECTATORS AT WAZIRI GAMES. D.—HOSTILE CAVALRY—WAZIRI HORSEMEN ARE HERE AND THERE ENCOUNTERED.

"Navy & Army."

LOOKING TOWARDS WAZIRISTAN.

A view showing the most advanced post in the Tochi Valley.

The above pictures are brightly typical of the operations in progress against the Kabul Khel Waziris who occupy the country in the neighbourhood of Bannu. The latter lies near the entrance of the Tochi Valley. The operations are proceeding briskly, but have unfortunately resulted in the loss of valuable lives, including Colonel Tonnochy and Captain White of the 3rd Sikhs.

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SEAMEN IN THE MAKING.

Photos. Copyright. *Crockett, Plymouth.*

AN EXCELLENT PREPARATION.

Lads at work under instructors in an Industrial Training-ship.

There is, of course, more than one method by which a youngster can fit himself to be a seaman, and, while the Royal Navy and the Mercantile Marine have their separate systems of preparation, there are training-ships from which a lad can make his way into either Service after a very sound and practical education in the rudiments of seamanship. Here we see such a "school," from which, to judge by the appearance of both "boys" and "masters," some very tidy scholars are likely to be evolved.

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THE REBELLION IN MOROCCO.

THE situation at Tetuan has become, since our last issue, somewhat less acute, and to many it would seem that the rebellion is finished. The British public, however, is too well acquainted with the spasmodic nature of such risings to feel assured on the point; but while awaiting further developments, it may be of interest to trace the short history of the rising somewhat more fully than was done last week.

In October, it will be remembered, news was received from Morocco of the murder of a missionary, and towards the end of that month it was announced that the culprit had been arrested and imprisoned. This was in itself a slight enough matter, but it is to be feared that it is the only one of several cases of the same kind of which intelligence reached this country. It is clear that the whole country has been in a state of unrest for some considerable time past, the first intelligible signs of which were the preparations made by the Sultan's brother for the prompt suppression of the pretender to the Moorish throne, who had begun his mission among the wild and superstitious tribes of Ghiata. His name is Omar Larahuni, and he is a native of the mountain district around Fez, deriving his very surname from the village in which he was born. It was not believed at first that he had any considerable following; but in the light of subsequent events it would seem that the supposition was wrong. He invariably rides a small donkey, a fact which has given rise to his nickname, Bu Hamara (the father of the she-ass). Perhaps the title is not inappropriate.

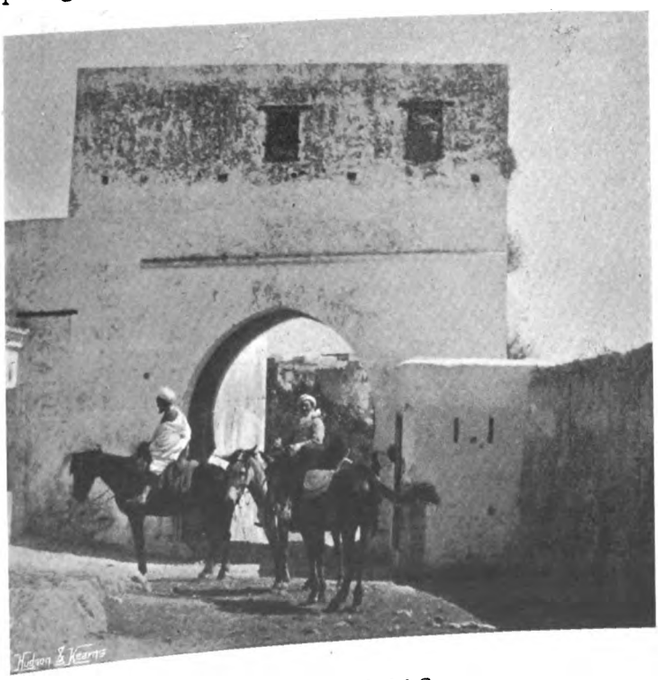
Against this Pretender the Sultan's brother marched with 2,000 men; but the rebels had already captured Tesa before active operations could be commenced. On November 3 a very decisive action was fought, in which the rebel army was completely crushed, the Pretender only escaping with difficulty from his infuriated dupes, to whom he had promised miraculous intervention and the complete annihilation of the Sultan's Army. The greater number of the principal ringleaders were captured; but despite the fearful blow to his prestige, the Pretender seems to have gathered a large force round him again, and to have stirred up the Benider Kabyles, who, as mentioned last week, made preposterous demands to the Basha of Tetuan, and when they were refused attempted to capture the town, but without success. A blockade was then set up, and the latest news to hand announced that the rebels had met with another heavy defeat. The blockade of the town cannot have been very strict, for numbers of refugees from Tetuan appear to have reached Ceuta, and that the rising is a far from spontaneous one is proved by the fact that many of the Kabyles of villages in the neighbourhood of Tetuan have offered to assist the Governor of the town.

The details which have appeared in the English papers are necessarily meagre and unconvincing, but from what has appeared it is evident that the rising has assumed proportions far in excess of that anticipated at the outset. Those who are at all acquainted with the fanatical nature of these mountaineers and their avowed animosity to all things European will know that the suppression must be short and sharp, and the punishments heavy, if anything like order is to be restored. What fighting there has been has partaken of a fierce character, a battle which, according to Madrid despatches, took place on November 11 having lasted over five hours. The passage of the bridge of Busvieja at Sausa seems to have been contested by the insurgents, and many fishermen report having heard a sharp fusillade in the direction of Negrete.

Until further news comes, therefore, we must possess our souls in patience and hope for the best. Tetuan is a city well capable of being defended against such forces as are at present pitted against it. The only thing to be feared is treachery on the part of some of the inhabitants, a contingency which some who have escaped look on as by no means unlikely. As things stand at present, however, foreign intervention would be impossible, and indeed needless. The Sultan may be reasonably supposed to be able to hold his own with the insurgents, and until he has demonstrated his incapability foreigners had best keep to their own affairs. The matter is not worth European complications.

A REBEL HORSEMAN.

After lighting a beacon warning the tribes to assemble.



Photos. Copyright. THE CITY WALLS.

One of the gates of Tetuan, closed now because of the siege.

"Navy & Army."

THE LARKA WELLS.

Where the rebels established a strong outpost.

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SECURING AN ANCHOR.

THE SEA-POWER OF THE NATIONS.

A RECORD OF POLICY AND PROGRESS FROM WEEK TO WEEK.

By JOHN LEYLAND.

A WATCHMAN OF THE COAST.

ADMIRAL O'NEIL, in his recent annual report upon the ordnance work of the United States Navy, pointed out that it has always been the policy in America to build vessels of all classes with great gun-power—so to arm them that they should be superior to foreign vessels of like classes in that respect. The Admiral has for some years been chief of the Bureau of Ordnance, and is a well-known gunnery expert. He has, perhaps, a predilection for that element of power in war-ships with which he is chiefly concerned, but he was merely stating an evident and well-known truth, upon which President Roosevelt has insisted with great force in his book on the war of 1812 and elsewhere. Admiral O'Neil tells us that while, in a few instances, ordnance has been subordinated to speed in American ships, that is not likely to occur again, and that the consensus of opinion at the present time in Naval circles is in favour of applying large percentages of weight for armour and armament rather than to limit them for the purpose of attaining the last possible fraction of a knot of speed. It has very often been urged, on the other hand, of British vessels, and especially cruisers, that they are under-gunned. Ton for ton they do not always carry the same weight of ordnance as some vessels in foreign Navies, and perhaps more especially in the Navy of the United States. The complaint is not new, and there still seems to be justification for urging that larger importance should be attached to this element of Naval strength. President Roosevelt has pointed out that, in a comparison of the relative force of combatants, the weight of broadside was always a primary consideration, and we cannot doubt that at the present day the weight of discharge of metal is likely to be a determining influence in success. Our British policy is usually justified by insisting upon the evident truth that every war-ship is a compromise, and that some superiority in speed may justify a relative inferiority in gun-power. The argument is certainly deserving of the fullest consideration, and the matter is one upon which it would ill-beseem anyone to dogmatise. This is, of course, a question ruled in large degree by strategic considerations, which have relation to range and speed, and cannot be decided alone by the tactical question, which has its relation mainly to number and distribution of guns. What is important is that armament should be subjected to thoughtful enquiry by those responsible for design, in consultation with those who have to use ships. Speed, which implies the power, in many circumstances, of bringing guns to bear, must certainly not be neglected, but must continue to hold, with large coal capacity, a great place in cruiser construction.

Nevertheless, it may be urged, desirable as may be an extra knot in speed, as represented by engine and boiler power, that it cannot always be realised at sea, and is apt to disappear a few months after ships have been docked, cleaned, and painted, whereas guns remain as long as the ship endures. The American Navy Department has again just decided in favour of armament in the cruisers of the "Tennessee" class which are to be built. Congress had specified that the displacement was to be 14,500 tons, "with the highest practicable speed," and a question arising as to the interpretation of this phrase, the majority of the members of the Constructive Board considered that it should be construed to mean the highest practicable speed compatible with other necessary elements. With one exception all the heads of departments concerned recommended that a very heavy armament should be given, with adequate protection, and with a maximum of twenty-two knots speed. Inasmuch as there has lately been again some public discussion of the gunnery sufficiency of our own vessels, it may be interesting to compare the "Good Hope"—representing the "Drake" class—with the new American, French, and German cruisers, taking those which approach nearest in the matter of displacement. The following table will illustrate the characteristics of four leading types of armoured cruisers:

Name.	Displacement. Tons.	Armament.	Weight of Discharge. lb.	Speed. kts.
Good Hope.....	14,100	2 9·2-in., 16 6-in., 14 12-pr.	2,560	23
Tennessee	14,500	4 10-in., 16 6-in., 22 12-pr.	3,900	22
Jules Ferry.....	12,550	4 7·6-in., 16 6·4-in.	2,260	21
Fürst Bismarck	10,650	4 9·2-in., 12 5·9-in., 10 12-pr.	3,200	19

It may be observed that if this comparison had been extended to the 3-pounder guns, the French, American, and German vessels would have appeared still better, the "Good Hope" having three of these, the "Jules Ferry" twenty, the "Tennessee" twelve, and the "Fürst Bismarck" ten. Looking also at the "Monmouth" and "Devonshire" classes of our cruisers, displacing respectively 9,800 and 10,200 tons, we find that each has a weight of metal of 1,400-lb., the first by the fourteen 6-in. guns, and the second by the two 7·5-in. and ten 6-in. guns. In the new German class, represented by the "Ersatz König Wilhelm," displacing 9,050 tons, we find a weight of metal in one discharge of 2,236-lb., the guns being four 8·2-in. and ten 5·9-in. In this calculation 12-pounders are not included. It is true that the British ships are to steam at twenty-three knots and the German ships at twenty-one knots, but still the reason for this large disparity in armament seems to call for explanation. It may at least be commended to enquiry. Sir William Allen has been comparing the "Donegal," of the "Monmouth" class, with the "Impérieuse," built in 1886, and says that the latter, which displaces only 8,400 tons, and cost a great deal less, discharges in one round 2,520-lb. weight of shot, and he compares the same vessel to the "Good Hope," to the disadvantage of the latter! It does not seem to me that the comparison between an old ship and a new can be based solely upon the weight of metal thrown, for there are many other factors, such as range of guns, speed, protection, coal and ammunition capacity, and range of action, that must be taken into consideration.

It cannot be said that our modern cruisers have been built without long and careful deliberation, though the additions which are being made to the armament of the "Powerful" and "Terrible" show that the best is not now regarded as having been made of those vessels. Admiral Melville, Engineer-in-Chief of the United States Navy, who differed from all his colleagues in regard to the relative speed and armament of the new American cruisers, says that the "Drake" class was designed to give fair protection, good gun-power, great speed, and large coal capacity, and he told the Secretary of the Navy that the "Drake" could escape from the American vessels of the "Maryland" and "Tennessee" classes. Here would seem to be the crux of the question. Is it the business of British cruisers to escape from other cruisers of like classes? The dilemma might arise in their case that, though they could bring their opponents to action by virtue of speed, they would do so at a disadvantage, because of their relatively small gun-power.

On the whole, though fighting actions may not be the business of cruisers, it would certainly seem that the heaviest practicable armament is what we require. It is confessed, indeed, that many of our ships are under-gunned, and evidence is forthcoming that there is likely to be a change of policy in this regard. Many hold with good reason that that change cannot come too soon. In the old times, the training and qualities of gunners in the British Fleet gave them a superiority over their rivals, and it was commonly the case that when two like vessels came alongside one another, the

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British vessel quickly attained a much superior fire, through the rapidity with which the guns were served. We cannot depend upon such conditions in the future, and the true lesson is that not only must the men be trained as efficient gunners, but that the vessels in which they serve shall be at least as well armed as any other vessels they are likely to encounter. Accuracy of aim will henceforth take the place of the old rapidity as the chief factor in success, since we cannot any more claim superiority in the matter of rounds per minute, every other Navy being provided with guns which can be served and fired as rapidly as our own. Lord Selborne did an excellent thing when he proclaimed the supreme importance of good gunnery, because therein he recognised the full value of the gun, and he cannot do better than see to it that in all new vessels there shall be no deficiency in extent of armament, or in supply of ammunition.

THE FLEET AND THE FISHERMEN.

HOW to obtain a Volunteer Reserve for the Royal Navy, quite independent of that increasingly efficient force, the Royal Fleet Reserve, is a problem of the utmost importance. The late Admiral of the Fleet Sir G. Phipps Hornby thought that the Royal Navy should do for our seafaring population what the armies of the great Continental Powers are doing for their countries. He would train young men in ships of His Majesty's Navy, and then draft them into British cargo carriers. Mr. Allingham, however, in criticising this proposal in the *Nautical Magazine*, has very pertinently pointed out that the majority of young men thus treated would be lost in a few years' time both to the Royal Navy and the British Mercantile Marine; because young men who have had the advantage of a couple of years' service in a ship of the Royal Navy will never be induced to remain in a merchant ship's forecastle.

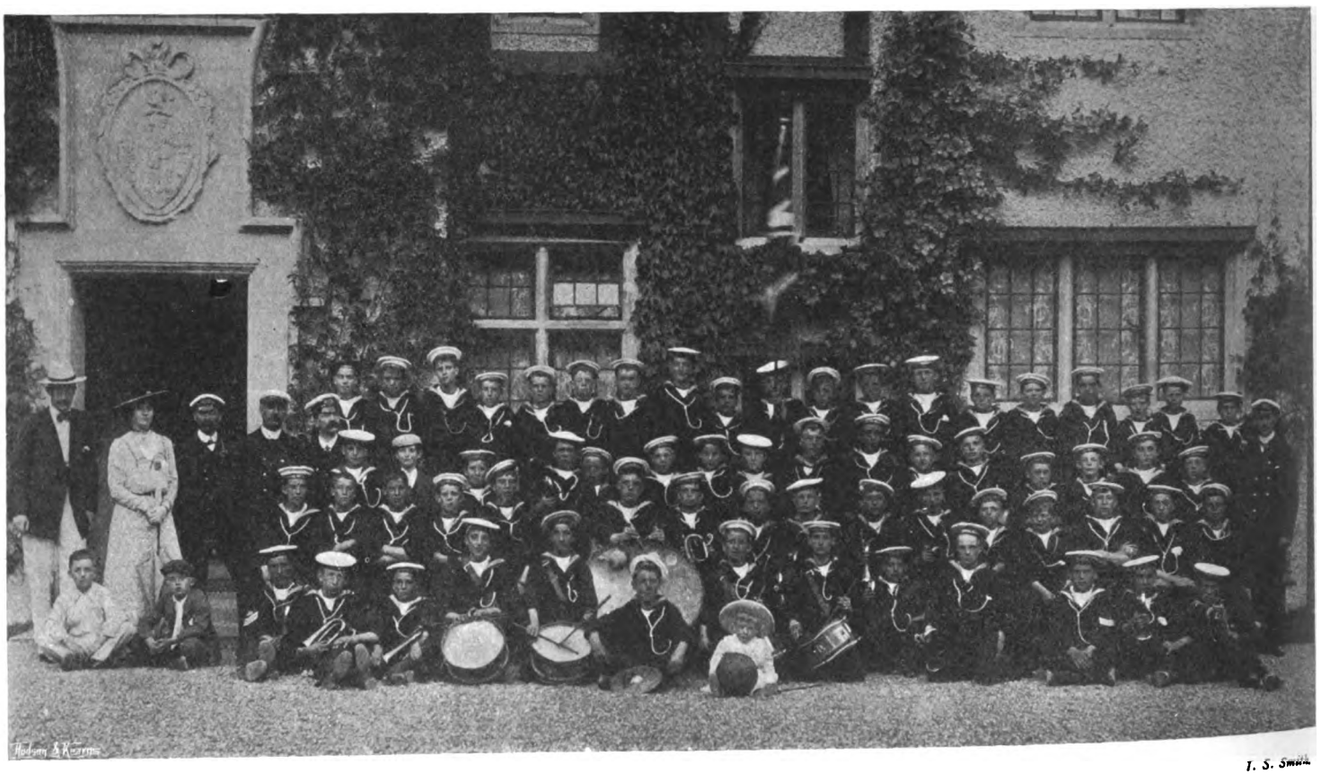

Photo. Copyright. I. S. Smith.

EMBRYO SEA-DOGS OF THE COAST.

Patrons, officers, and members of the Hastings Fisher Lads' Brigade.

Now we believe that Lord Brassey has hit the right nail on the head by drawing attention to the fact that we have in our fisheries a reserve of seafaring men, from whom the auxiliary forces of the Royal Navy might be recruited up to any strength which, in the judgment of the Admiralty, is necessary. "In this vast maritime industry," he writes in the current number of the "Naval Annual," "a large body of handy seafaring men are being reared up at no expense to the State. No training-ships or subsidies to shipowners are needed in order to rear up fishermen. Their pay is liberal, the employment does not involve prolonged absence from home, and no foreigners are employed, while the men themselves are always near at hand." According to the latest returns of the Board of Trade, there are 66,700 fishermen constantly employed as belonging to the British coast, and another 38,000 hands only occasionally employed.

However, while the State has as yet done little or nothing in the way of exploiting this magnificent recruiting ground, private enterprise has set a good example. At Hastings there exists a fisher lads' Naval Brigade—the only one in England. The brigade is supported by voluntary contributions, and the work is carried on in connection with the local fishermen's church, the chaplain of which is the Rev. A. Sanders. The lads are taught the use of the rifle (the Admiralty having granted them carbines for drill use), cutlass, and bayonet, while they are instructed in fencing and physical exercise. The brigade is officered by members of the defunct Naval Artillery Volunteers, who were disbanded a few years ago. Admiral Lowther, R.N., has presented the brigade with a Union Jack, in which the boys take a great pride. No cadet corps in the country turns out smarter, or marches with such a swing as the members of the Hastings Fisher Lads' Brigade. The photograph reproduced was taken recently at Ralton, the seat of Captain Freeman Thomas, M.P., who is in the group, together with the Honourable Mrs. Freeman Thomas and their two sons. Let us hope that this spirited example will soon be extensively imitated.

Our fishermen are more particularly fitted by their sea-habits for service in small ships, and their efficiency as gunners will depend upon the instruction they receive.

A Reserve such as could, with a little tact, be formed of our fishermen round the coasts should be a most valuable auxiliary to the personnel of the Fleet. So far as aptitude for the sea is concerned, these men who have lived their lives by the sea, whose fathers and forefathers have done the same before them, and who are to all intents and purposes direct descendants of the men who enabled England to "rule the waves" in days of yore, are already hardy sea-dogs, in whom the fiercest storm inspires no feeling of fear.

If proof is necessary as to what they might be capable of with a little technical training, we have only to look back to the days when men were pressed into our Sea Service, and to note that in the warrants issued to the officers of the press-gangs it was always stated that men serving in vessels and ships only should be pressed; and for demonstration of how these men fought we have only to recall our glorious victories—victories won by sheer British pluck and that splendid tenacity for which our seamen were, and are, famed the whole world o'er.

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ROUND THE MILITARY CLUBS.

WHAT SOLDIERS ARE THINKING, SAYING, AND DOING.

By RANGE-FINDER.

OFFICER OF THE FOOT GUARDS, 1812.

IT is a very pathetic communication that the Secretary of State for War and the Commander-in-Chief have made recently to the Press, and it is just possible, though I sincerely hope that it may not be so, that the full limit of the pathos has not yet been reached. In a previous article I foreshadowed, when dealing with the Reservists and time-expired men, something of that which has now come to pass. We are told by the best authority on Army matters in the country that "the nation is now face to face with the serious problem of providing employment for the men who, in response to their country's call, joined the forces in the field, and have now returned to find their old situations filled, and to meet the great difficulties in the way of procuring a livelihood." This brings me back to my old theory of national insurance, and I still maintain that the question is less a matter for the War Office than for civil legislation. The moral liability and responsibility rests with the nation, and this being the case, it is a far more important national question than the Education Bill. I feel that if the matter were only put squarely and honestly before the public, they would rise to the occasion, and do all in their power to assist that class of man to whom they will always turn in the extreme moments of national danger, who has always, when called upon, responded manfully to every demand, and who can be depended upon to do so again. Therefore the Secretary of State for War and the Commander-in-Chief were quite right to call the attention of the public to that useful institution which exists for the purpose of furthering the interests and welfare of the soldier-man seeking employment. I refer, of course, to the War Employment Bureau, which, during the last three years, has done more than any other corporate body for the soldier and his dependents. It should not be forgotten that the nation is the only security that the soldier has, and that the only real security of the nation lies with the soldier and his first cousin, the seaman. Up to the present the stress has fallen more heavily upon the junior service, but the day may not be far removed when the stress may be transferred to the Navy. Consequently, the manner in which the nation behaves in the present circumstances will affect the popularity of both Services. It is little better than a truism to say that the temper of the unemployed is one of the chief factors in Army recruiting. Already the fact that the time-expired men and the Reservists are finding difficulty in gaining employment has made itself felt in the recruiting fields, and, say what the authorities may, the situation as it will stand tested at the end of the current year will present a state of affairs more serious than any Army difficulty that has arisen during recent times. Therefore I take the opportunity which the publication of the Secretary of State's open letter gives me of again repeating the statement, that the moment has arrived when the welfare of the humble fighting-man should occupy the attention of the Government, and that if the nation is to stand by its traditions, it is high time that the Government set it the example, by seeing that all employment that can possibly be performed by sober and respectable ex-soldiers be apportioned to them, and that legislation be brought to bear, so that in the event of another national crisis, like the one we have just passed through, there shall be adequate arrangement for the class of men who, in the present case, have been used and cast off, much in the manner of a discarded glove. One has only to turn to Germany to see what a contrast can exist in a country where the nation is not a thing apart from the Army. There, every man who elects to serve on in the Army and become an under-officer knows that when his time is through he will have civil employment open for him, provided his conduct has been maintained at a level which we, in our misguided policy, would only class as fair. But in this country the nation and its Services would appear to be things apart: herein lies the whole root of this evil, which is now merging on the desperate.

I hear that Sir H. Brackenbury, Director-General of Ordnance, has had another severe attack of the serious ailment which so prostrated him before. It is said to be some affection of the heart. I can only hope that the statements have been exaggerated, for if his services were lost to the country at the present moment, it would be one of the most serious calamities that could befall the War Office. That institution at the present moment holds few men as able as General Brackenbury; and now, when we are about to take so important and delicate a step as the rearmament of the whole of our field and horse artillery, we could ill afford to be deprived of his sound judgment.

It is stated that the authorities are at the present moment searching for a system by which it will be possible to arrive at a satisfactory method of promotion in all officer ranks by selection. This, indeed, would be a real military reform, but it is an innovation that must be approached with extreme caution, for it is possible of the most flagrant misuse and misapplication. There is no doubt that, during the progress of a war, opportunities arrive in which it is possible to render the country great service by the rapid promotion of young men of exceptional genius and power. But it takes a war to find out the real qualities of a soldier, and we see no situation in peace which furnishes altogether a just and infallible forecast of what any officer will be able to perform in war. Yet, as the late war proved, the ordinary development of seniority may find us at the outbreak of war with a number of men at the head of affairs absolutely unfitted to grapple with the serious problems of active service. The argument, therefore, arises: Which is the better policy—to let the law of seniority take its chance, and trust to the first few weeks of war to weed out the tares, or to prejudice the chances of good soldiers by superseding them on a peace-bred estimate? I must allow that it is a difficult problem, and one that is fraught with many pitfalls. One is so afraid of the personal patronage flaw, which, at the moment, is the curse of our Army organisation. The latest promotions in the general ranks have given the greatest dissatisfaction in the Service. We now see men "pitchforked" into high command who as soldiers have little to recommend them beyond the affection their seniors have for them. Cover handsome staff officers with as many decorations as their breasts will hold, but for the sake of the nation do not place them over the heads of men whom every expert in the Service knows to be better soldiers. No; the problem is far too serious, far too broad-reaching, to be undertaken with a light heart.

A very excellent Anglo-Indian story has just been told me. It may be an old and faded story, but as I have never heard it before, I will risk the chances of serving up old goods. A general, holding a command in India, who had been a widower for some years, suddenly imported a young wife, whom he had found somewhere in the Scottish Hinterland. She was new to India, and knew nothing of the language and ways which Anglo-Indians affect. Hence the story. The general's A.D.C. was a crude, guileless lad, and it fell to be part of his duties to entertain his chief's new wife. On the first morning of her arrival he took her into the garden, to show her the wonders of Oriental horticulture. Tiring of this, and casting about in his mind as to what he could next do to entertain her, an inspiration came to him, and he turned suddenly upon the unsuspecting lady and said, "Would you like to see my tum-tum? I have just had it painted!" The astonished bride gave a scream and fled in great haste to the house, where it was explained to her—during the intervals in her hysterics—that "tum-tum" was Anglo-Indian for pony-trap.

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A COUNTY CORONATION DINNER.

PARTLY, no doubt, because of its pictorial attributes, but also, we like to think, because of its frank sympathy with the human and social side of Naval and Military life, this journal is constantly being asked to immortalise—yes, that is the right word—some such pleasant function as that which forms the subject of this brief allusion. We make a point, whenever possible, of acceding to such requests, not only with a view to giving pleasure to those that make them, but also for the reason that such gatherings have usually a special significance, and are symptomatic of something very much more serious than the well-known fondness of the English nation for foregathering at commemorative banquets.

The case in point, that of a Coronation Dinner held by the Imperial Yeomanry and Volunteer sergeants and staff-sergeants of the county of Sussex, arose in this way. The idea of having a commemorative dinner originated with the sergeants' mess of the 1st Sussex Royal Garrison Artillery Volunteers, but this excellent notion soon expanded beyond the limits of a corps function, and it was accordingly resolved to ask all the other Volunteer corps in Sussex, including the Imperial Yeomanry, to co-operate in making the gathering a genuine county affair. The result was, as may be gathered from our picture, a complete success. The dinner was held at the Royal Pavilion, Brighton, and about a hundred representatives of the various corps attended, under the chairmanship of Brigade-Sergeant-Major Larking. The utmost good-fellowship prevailed, and speeches and a musical programme completed the record of a delightful evening.

In the course of the proceedings the chairman despatched to the King at Balmoral a telegram conveying the respectful and loyal congratulations of the assembled company on the King's recovery from serious illness, his Coronation, and continued good health. A prompt reply was received from Lord Knollys. "The King and Queen thank you very much for your kind telegram of good wishes," and it is needless to say that this created immense gratification.

We should have been able to publish the portrait group of those who attended the dinner at an earlier date, but for the interesting circumstance that many of those who appear in the picture come from the most remote parts of Sussex, and some delay has necessarily been incurred in getting the names and arranging them in proper order.

There was much in the manly, straightforward speeches delivered at this gathering, which makes us regret the want of sufficient space to reproduce, at any rate, their salient points. It can, however, be readily asserted, from the detailed report which was given in the local papers, that in this, as in every other respect, the dinner and its sequel constituted a model function. The chairman, too, may be said to have been strongly justified in his expression of a hope that a gathering which had produced so much good feeling, and was so thoroughly representative, would be converted into an annual event.

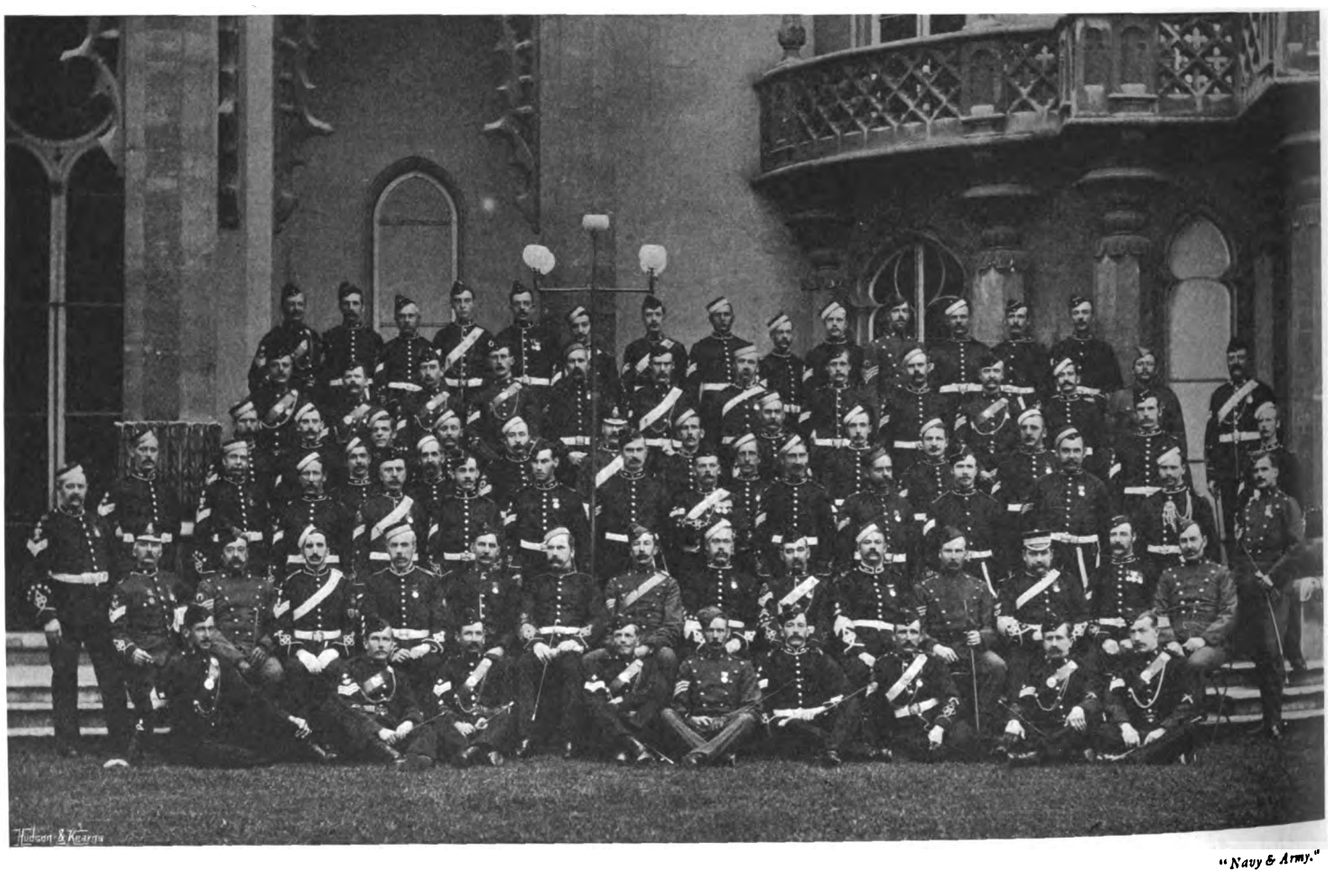

Photo. Copyright. "Navy & Army."

OUTSIDE THE ROYAL PAVILION, BRIGHTON.

Sussex Yeomanry and Volunteer staff-sergeants and sergeants present at the Coronation Dinner.

Top row: Col.-Sgt. Georges, 1st C.P.R.V.C.; Q.M.S. Turner, 1st Sx. R.G.A.; B.S.M. Bostel, 1st Sx. R.G.A.; Sgt. Chorley, 1st V.B.R.S.R.; Sgt. Greenfield, 1st V.B.R.S.R.; Staff Sgt. Turk. Sx. I.B.B.Co.; Sgt. Turner, 1st V.B.R.S.R.; Sgt. Goddard, 1st Sx. R.E.; Sgt. Morey, 1st Sx. R.E.; Sgt. Body, 1st Sx. R.E.; Fr. Sgt. Potter, Sx. I.Y.; C.S.M. Richardson, 1st Sx. R.G.A.; Sgt. Heather, 1st Sx. R.G.A.; and Sgt. Beck, 1st Sx. R.G.A. Second row: Q.M.S. Hatton, 1st C.P.R.V.C.; Col.-Sgt. Ross, 1st C.P.R.V.C.; Col.-Sgt. Sinden, 1st C.P.R.V.C.; Col.-Sgt. Foster, 1st C.P.R.V.C.; Sgt.-Major Harvey, 1st Sx. R.G.A.; Sgt. Cheesman, 1st V.B.R.S.R.; Staff Sgt. Gwatkin, Sx. I.B.B.Co.; Sgt. Winter, 1st V.B.R.S.R.; C.S.M. Cole, 1st Sx. R.G.A.; Col.-Sgt. Philcox, 1st C.P.R.V.C.; Sgt. King, 1st Sx. R.G.A.; Q.M.S. Robinson, 43rd Sqd. I.Y.; and Col.-Sgt. Kemble, 1st V.B.R.S.R. Third row: Sgt. Goldsmith, 1st Sx. R.G.A.; Sgt. Hamlin, 1st Sx. R.G.A.; Sgt. Cornford, 1st Sx. R.G.A.; Sgt. L. Saxby, Secretary; Sgt. E. Major, 1st Sx. R.G.A.; Staff Sgt. Puttick, 1st V.B.R.S.R.; Sgt. Isted, 2nd C.P.R.G.A.; Sgt. Bonham, 2nd C.P.R.G.A.; Q.M.S. Miller, 2nd C.P.R.G.A.; Sgt. Clayton, 1st Sx. R.G.A.; Sgt. Wadey, 1st Sx. R.G.A.; Sgt. Winter, 1st Sx. R.G.A.; and Sgt. Newberry, 1st Sx. R.G.A. Fourth row: Sgt. Walsham, 1st Sx. R.G.A.; C.S.M. Martin, 1st Sx. R.G.A.; Sgt. Wall, 1st Sx. R.G.A.; Sgt. Richardson, 1st Sx. R.G.A.; Col.-Sgt. Thyer, 1st V.B.R.S.R.; Sgt. Russell, 1st Sx. R.G.A.; Sgt. A. Tacey, 1st Sx. R.G.A.; Sgt. P. Tacey, 1st Sx. R.G.A.; Sgt. Yarroll, 1st Sx. R.G.A.; Sgt. Skeet, 1st V.B.R.S.R.; Sgt. Mann, 2nd C.P.R.G.A.; Sgt. Gates, 1st Sx. R.G.A.; Sgt.-Maj. Dawbney, 1st Sx. R.G.A.; Sgt. Hunter, 1st Sx. R.G.A.; Sgt. Shimmans, 1st Sx. R.G.A.; and Sgt.-Maj. Chatfield, 1st Sx. R.G.A. Fifth row: C.S.M. Pelling, 1st Sx. R.G.A.; Staff-Sgt. Swaysland, 1st V.B.R.S.R.; Fr.-Sgt. Pearce, Sx. I.Y.; C.S.M. Case, 1st Sx. R.E.; Q.M.S. Avis, 2nd C.P.R.G.A.; Sgt.-Maj. Scott, 1st C.P.R.V.C.; Bde.-Sgt.-Maj. Larkin, R.G.A., Chairman; Sgt. Church, Sx. I.Y.; Q.M.S. Martin, 1st Sx. R.G.A.; Col.-Sgt. Leney, 1st V.B.R.S.R.; Q.M.S. Herriott, 2nd Sx. R.G.A.; Sgt. Hole, Sx. I.Y.; Sgt.-Maj. Hallett, Sx. I.B.B.Co.; B.S.M. Macfarlane, 1st Sx. R.G.A.; Q.M.S. Long, Sx. I.Y.; and Sdr.-Sgt Rice, Sx. I.Y. Front row: Sgt. Harman, 1st C.P.R.V.C.; Col.-Sgt. Carter, 1st C.P.R.V.C.; Sgt. Watson, 1st C.P.R.V.C.; Sgt. Foster, 1st C.P.R.V.C.; Sqd. S.M. Edmeads, Sx. I.Y.; Sgt. Edmondson, 1st Sx. R.G.A.; Col.-Sgt. Holman, 1st V.B.R.S.R.; Sgt. Kenward, 1st C.P.R.V.C.; and Sgt. Dadswell, 1st C.P.R.V.C.

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THE TWO OLDEST INHABITANTS.
Pitcairn Island.

THE LEADING RESIDENT.
Mr. McCoy in his garden.

A TYPICAL VIEW.
Pitcairn Island.

BRITAIN BEYOND THE SEAS.

A Weekly Study of Colonial Naval and Military Interests.

By IMPERIALIST.

WE have received from a Quebec correspondent an extremely interesting letter with reference to the display of the Union Jack in all schools, Lord Meath's suggestion in regard to which was dealt with editorially in NAVY AND ARMY ILLUSTRATED for September 27. Our correspondent is surprised to find that the grand old flag has not hitherto been waving habitually over each school house in England. "But it appears not. We do it differently in Canada. In the Province of Ontario (I am not sure of the others) every public school has its staff and British flag, whether Union Jack, red ensign, or the Canadian one with Jack in the staff corner, and in Toronto it is flown by schedule of flag days (flag-flying daily would be too costly for wear and tear), and the lesson of that day is taught in the classes. In the Province of Quebec this flag movement is steadily progressing."

Our correspondent sends us the schedule of flag days ordered in 1897 by the Protestant Board of School Commissioners of the City of Quebec, in whose schools the Royal Standard and Union Jack are crossed on the walls of every school-room over the portrait of Her late Majesty, Queen Victoria, and as soon as suitable portraits of King Edward and Queen Alexandra can be obtained, they will be similarly decorated. He adds that for several years May 23 has been celebrated in the English schools of Canada as Empire Day, when Imperial lessons and speeches, recitations and patriotic songs are the order of the day.

The schedule of flag days mentioned above is for English readers an interesting reminder of several dates in Canadian history which are apt to be lost sight of even by those who profess to call themselves Imperialists. Apart from the days devoted to marking the birthday and accession of the King, the memory of Queen Victoria, and other special days, Dominion, Empire, St. George's, St. Patrick's, St. Andrew's, St. David's, and so on, the School Flag is ordered to be hoisted on July 3 to commemorate the Founding of Quebec by Champlain in 1608, while, in addition to the taking of Louisburg in 1758 and the Battle of the Plains of Abraham in 1759, such further memories are kept green as those of the repulse of Montgomery and Arnold at Quebec in 1775, the Battle of Queenston Heights in 1812, the Battles of Chateauguay and Chryseler's Farm in 1813, and the Battle of Lundy's Lane in 1814. One fears that there are not a few in this country who, while talking and writing very fluently on the desirableness of extending the Imperialist sentiment among our Colonies, would find it difficult to place all these engagements, and the writer does not mind confessing that this reflection has been inspired in his mind by an uneasy feeling that one or two of the names in the list above-mentioned are not quite so familiar to him as they ought to be. In his case, however, a few studious references shall put the matter right, and his frank confession of ignorance will have served a useful purpose if it leads others to make sure that they could hold their own with a Colonial schoolboy in matters of Imperial history before they presume to lecture his parents on their Imperial responsibilities.

Before leaving this interesting question of the display of flags in schools we may extract a little more information from our correspondent's letter as to the practice in French Canadian schools, where, as is natural, there is not the same sentiment exhibited towards the Union Jack as in the Protestant schools. Where French Canadian schools have staffs they prefer the Tricolor which, as our correspondent points out, is rather anomalous, as French Canada never had association with that flag, but was concerned with the *fleur-de-lys* of old regal France. Still more interesting is his supplementary remark that "the tricolor is not so much in evidence as formerly, which may be accounted for by the fact of French Canadians being good soldiers in our Contingents in South Africa."

At the close of his letter our Quebec correspondent asks us if we could find out for him when a set of colours was presented to His Majesty's 69th Regiment—now the 2nd Battalion Welsh Regiment—previously to 1870, and if so, where and by whom The new colours were presented to the 69th in Quebec, June 21, 1870, by Prince Arthur, now Duke of Connaught, and the old ones he asks about are in the Quebec Cathedral. Perhaps some old 69th man who sees this will help us in the matter. The connection of the 69th with Canada is, it may be remarked, a close and interesting one. The regiment was stationed in Canada at the time of the Fenian Raid in 1870, and was engaged in the repulse of that mad enterprise. Colonel George Bagot, who took the regiment to Canada from Bermuda in 1870, was in command of the Huntingdon Field Force, and, eighteen hours after he left Montreal, he came upon the Fenian raiders strongly entrenched at Trout River and drove them across the frontier. The 69th was also stationed in North America from 1839 to 1842, but the writer has no detailed record of their doings during that period. Incidentally, it may be mentioned that a very well-known and distinguished officer who was for many years Honorary Colonel of the old 41st, with which the 69th has been linked since 1881, was a Canadian by birth. This was General Sir Richard England who held an important command in the Crimea and directed the attack on the Redan on June 18.

One association leads to another and, at the risk of seeming unduly

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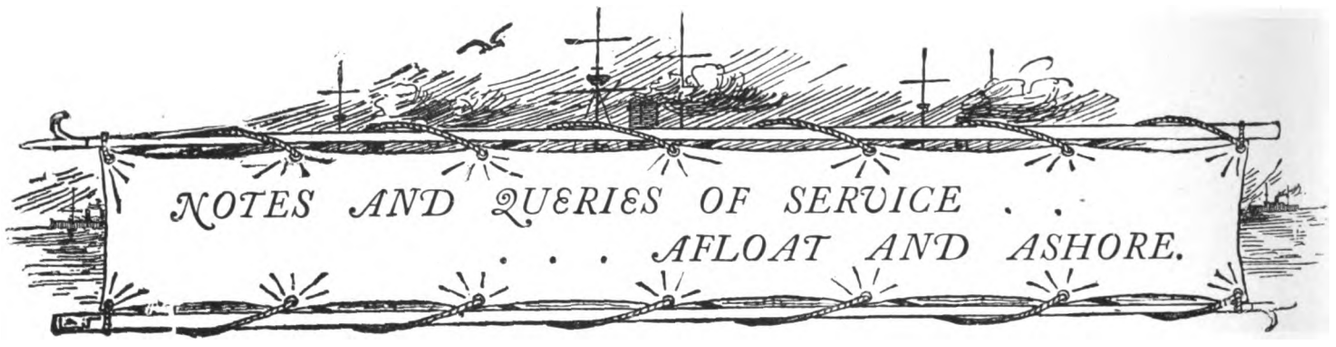
discursive, the writer may recall the fact that the good old 41st had itself a notable connection with Canada, and with these very battles on the Canadian Frontier in 1812-14 which have been mentioned as commemorated by "flag-days." The regiment went to Upper Canada from Ireland in 1800, and remained there during the whole of the Peninsular War. A great many of the regiment were taken prisoners in the frontier fighting, and it was found desirable to form temporarily a second battalion at home. "Detroit," "Queenstown," "Miami," and "Niagara" are borne on the colours of the Welsh Regiment as battle-honours, and it is a rather curious and interesting coincidence that both the existing battalions of this grand old corps should have been engaged in Canadian frontier figliting.

But this is by no means the only instance, of course, in which both battalions of a territorial regiment have been connected with the same colony. To take a regimental record almost at random, we find the old 65th at the time of the French Revolution in Nova Scotia. It was again sent to Canada in 1827, and stayed there fourteen years, in the course of which it was entirely employed during the rebellion in 1838-89. But the old 49th, which is linked with the 66th, and is now the 1st Royal Berkshire, has an even more distinguished Canadian record, for it was heavily engaged in the 1812-14 war, and lost at Queenstown its gallant chief, Sir Isaac Brock, who is still remembered in the Dominion as the "Hero of Upper Canada."

These are but a few desultory reminiscences culled from Messrs. Gale and Polden's well-known publication, "Records and Badges of the British Army," but on them the writer may be pardoned for founding a suggestion which has a further connection with his previous remarks on our general ignorance of many bright points in our Imperial annals. There is no question that, although the Navy and Commerce have been chiefly concerned in laying the foundations of our Colonial Empire, the Army has had a great deal to do with making its history, and in not a few cases the history of a single regiment is in itself a notable record of Imperial progress as punctuated by battles, sieges, and skirmishes of all sorts and sizes. Yet in how many regiments is due attention paid to a fact which is of itself of singular educational value? The writer thinks he could mention some in which not even all the officers could state at all accurately or intelligently the circumstances under which the battle-honours connected with the expansion of our Colonial Empire were won.

Surely this is a pity at a time when Imperial sentiments are in a stage of healthy development and very little is required to assist their expansion. It is all very well to ask the Colonies to remember in a general way what they owe to the Motherland, but there would be a good deal of sound sense packed up in any system of education, however partial, which would increase the sum of knowledge among the public at home of the historical relations between us and our Imperial offshoots. A great deal could be done through the medium of regimental records, though not, perhaps, by means of such meagre accounts of goings and comings, and such bare references to fights here and there, as are usually deemed satisfactory. Think, for instance, how easy it would be for an officer of the Northamptons to give every brother officer and man in the regiment an abiding interest in Australasia by describing, either orally or in a short graphic pamphlet, the relations of the old 58th with both Australia and New Zealand. For there is a wealth of Imperial history packed up in the simple fact that that corps embarked by detachments in 1843-45 as convict guards for New South Wales, that it served throughout the Maori War, and remained in Australia and New Zealand till 1859.



"RECRUIT."—1. A Militia non-commissioned officer would not retain his rank on enlisting into the Regular Army, but would have to join as a private. 2. A recruit wishing to join the 9th Lancers or 11th Hussars would have to enlist for the "Corps of Lancers" or "Corps of Hussars," and would be liable to serve in any Lancer or Hussar regiment. He would, however, be posted to the regiment he wished to serve in, and would be sent to it at the first opportunity, and as far as the exigencies of the Service permit would not be moved from it. 3. The minimum chest measurement for a recruit whose height is 5-ft. 11½-in. is 36-in. Such a man would, however, be only eligible for the Household Cavalry, as the maximum height for the cavalry of the line is 5-ft. 8-in. 4. False teeth would not disqualify a man as a recruit, provided they were well put in.

* * * *

AN old subscriber asks what prospect of attaining flag-rank lies before a sub-lieutenant in the Royal Navy who succeeds in obtaining five first-class certificates. I am to assume that the young officer has little or no family interest to expedite his advancement. This question, though it can only be answered in general terms, is of wide interest. Now the regulations provide that every young officer who obtains first-class marks in seamanship, mathematics, gunnery, torpedo, and pilotage shall at once be advanced to the lieutenants' list, and have his commission dated back to the date of the first examination. Thus, from the early age of nineteen years the officer would reckon his service as lieutenant, passing over the heads not only of all his contemporaries, but also over many of his seniors. It rests with the officer himself whether or not he reaps the full advantages of his brilliant start. He is practically certain to become a specialist in gunnery or torpedo, and, even without war service, should become a commander at thirty or thirty-one. Assuming average energy and zeal, the officer may reach the captains' list at the age of thirty-six or thirty-seven; but even if he is forty when promoted captain, his prospect of becoming a flag-officer is still quite secure. However brilliantly an officer passes examinations, the principle of selection is freely and rightly observed by the Admiralty in after years. Thus, it is only possible to say that the officer who takes five first-classes will assuredly rise high in the Navy, provided that his zeal and sense of discipline are commensurate with his intellectual abilities.

* * * *

"SERGEANT I.V."—1. The Suffolk Imperial Yeomanry rank twenty-ninth in order of precedence among the various Yeomanry regiments. The Royal Wiltshire rank first of all the Force. You will find the order of precedence on page 184 of the Monthly Army List. 2. The uniform of Yeomanry regiments is settled by the commanding officer with the approval of the authorities at the War Office. 3. Messrs. Gale and Polden, Wellington Works, Aldershot, have published just such a pamphlet as you require, called "Official Medals of the British Army." The price is, I believe, half-a-crown, post free.

R. STANLEY COTTON.—If you consult the Navy List you will find that the flag officer in command at each of the following stations and squadrons is styled Commander-in-Chief: The Nore, Portsmouth, Plymouth, Mediterranean, North America and West Indies, Pacific, China, East Indies, Australia, and Cape of Good Hope and West Coast of Africa. The officer in command at Queenstown, Ireland, is styled the Senior Officer on the Coast of Ireland, and the officer commanding the Channel Squadron is called the Vice-Admiral Commanding. On the South-East Coast of America there is a senior officer in command. At Portsmouth, Devonport, Chatham, and Malta Dockyards there is an Admiral Superintendent.

* * * *

R. LUTTON.—The Victoria Cross won by the late Lieutenant Roberts was handed to Lord Roberts by the late Queen Victoria when he was summoned by her to Osborne, on his return from South Africa in January, 1901. On his leaving Her Majesty gave him a small packet, which she said she had personally done up, and charged him to deliver it to Lady Roberts from her. This contained her son's Victoria Cross. Neither Lord nor Lady Roberts has authority to wear it.

* * * *

"TURK."—Your suggestion that the Dardanelles could be closed to hostile ships, not only by the threat of guns, but by "the modern" method of a boom, is ingenious, but it is not modern. Many harbours were so closed in the past, and a boom was placed across the Dardanelles by the Turks in 1808. The boom was flanked by 300 guns. Large timbers and old masts were formed into several rafts, and these chained together were moored across the Straits. The space of 100-yds. between the rafts was kept open for friendly vessels, and on any alarm the chains from one to the other were drawn up. Collingwood, who was then commanding the Mediterranean Fleet, commended the plan in a letter to Lady Radstock.

* * * *

"A FAITHFUL READER."—It is not easy to find a really good road map of England and Wales in one sheet. There is, however, a capital map, published by Messrs. George Philip and Son, 32, Fleet Street, measuring 26-in. by 34-in. The cost is 1s. 6d. Another good map of about the same measurement is the "Popular Map of England and Wales," published by Messrs. W. and A. Keith Johnstone, Edinburgh, at 1s. It shows the main roads and railways, and the scale is fourteen miles to the inch. If you do not mind your map being divided up into sections, there are excellent series published by Messrs. Bartholomew and Co., Edinburgh. England and Wales are divided into twelve sections, which, of course, might be joined together, if space were no object. The scale of the maps is four miles to the inch. There are also reduced Ordnance maps to be had, but in these, where the scale is two miles to the inch, a number of maps has to be bought to complete the whole area of England and Wales. These are published by Gall and Inglis, Edinburgh.

THE EDITOR.

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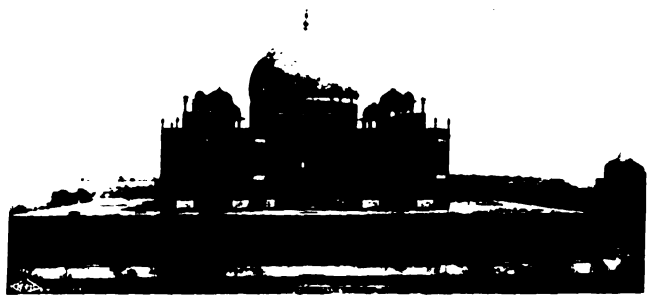
THE DEWAN-I-KHAS, DELHI.



AN EMPEROR'S RESTING-PLACE.

The Duke of Connaught and the Delhi Durbar.

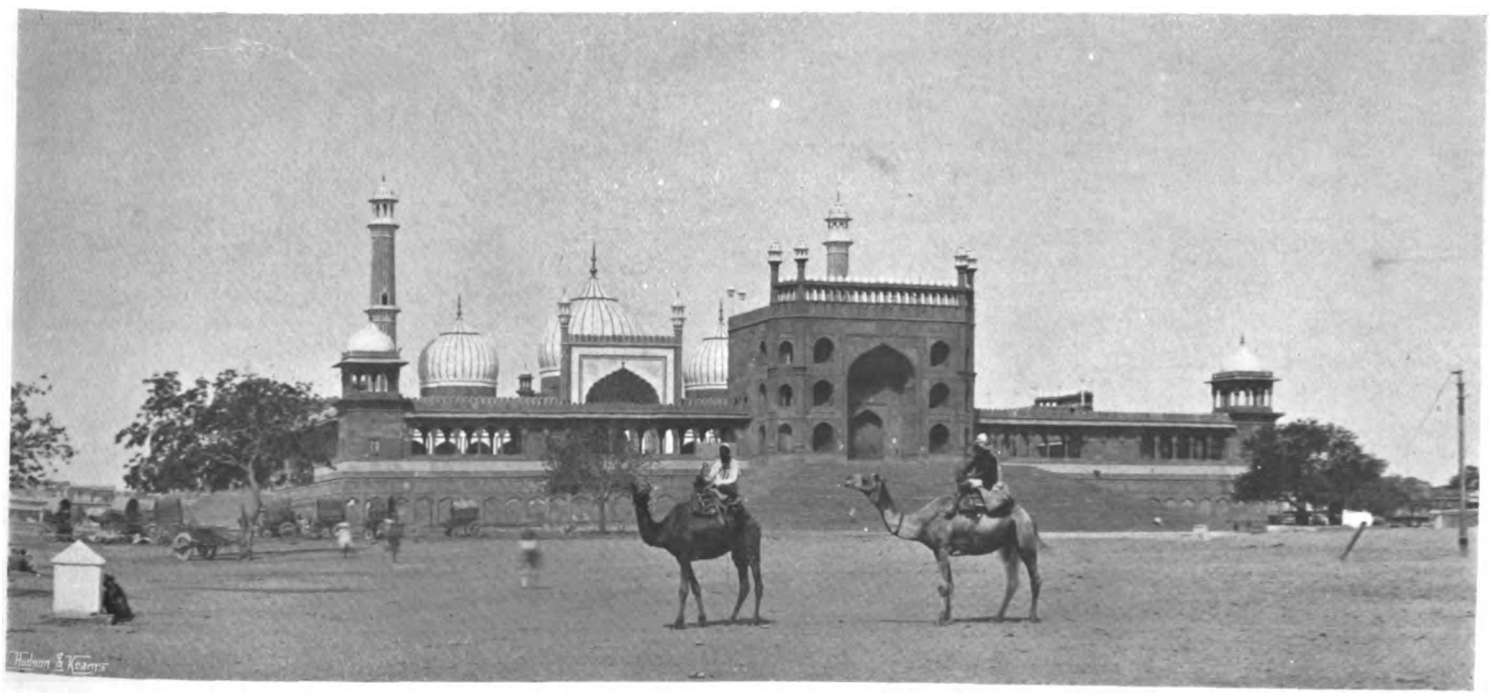
A GEM OF INDIAN ARCHITECTURE.

THE departure of the Duke of Connaught in the "Renown" from Genoa for Bombay is an incident which is variously deserving of particular comment. Attention has already been drawn in these pages to the general satisfaction created in India by the announcement that the King-Emperor will be represented at the Coronation Durbar by his Royal brother, but the actual departure of the former Commander-in-Chief of the Bombay Army on this gravely important commission brings the Durbar and the Duke of Connaught's presence at it so near that the writer of the weekly article in NAVY AND ARMY ILLUSTRATED on the affairs of "Our Indian Empire" will surely be pardoned if he devotes his space this week entirely to this interesting association of persons and ideas.

So much has happened in the last dozen years that we are apt to forget that the Duke of Connaught spent nearly seven of the best years of his military career in India. By this, of course, one does not suggest for a moment that the career in question has not been a notably useful one since the Duke left India, or that there is not every reason to hope that it will not include many more years of valuable, perhaps invaluable, service. But in every man's life there is a grand climacteric, at any rate of energy and buoyant vigour, and perhaps the Duke himself would admit that he, like most other men, reached that goodly period between the ages of thirty-three and forty. Be that as it may, there is no question that His Royal Highness from November, 1883, to March, 1890, was a very fine specimen both of a soldier and a man, and it is a distinct fact that, in that interval, he never either lost the vigour and freshness of comparative youth nor displayed the qualities of impetuosity and rashness which too often render soldiers who have not completed their second decade indifferent or, at least, not wholly trustworthy either as administrators or leaders in the field.

The reason is not far to seek. When the Duke came out to India at the age of thirty-three, he had already had a wide and varied experience, including some years as a Brigadier-General at Aldershot, and the command of the Brigade of Guards in the Egyptian Expedition of 1882. To this experience he added admirable qualities of modesty and zeal, which had rendered him already one of the most popular and respected officers in the higher ranks of the British Army. There were countless pleasant stories afloat at this time of the young Duke's frank *camaraderie*, while no one who saw him at work could fail to be impressed with his singular earnestness, his attention to detail, and his utter pride in and devotion to his profession.

The Duke of Connaught's first appointment in India was to a District Command in Bengal, which, with a reappointment in September, 1885, he held until September, 1886, when he became Commander-in-Chief of the Bombay Army. He came out to India at a time when there was not a great deal of movement in military circles, and the authorities, with that sagacious old leader, the late Sir Donald Stewart, at their head, were chiefly engaged in pulling together and levelling up the Indian Army after its somewhat exhausting experiences in the Afghan War. It was a period of steady improvement in training and efficiency, to which, more especially at Meerut, the Duke of Connaught appreciably contributed. Later, at the close of 1885, there were incidents, notably that at Panjdeh, which sent a very real thrill of excitement through India, and it seemed at one time as if war with the great Northern Colossus were unavoidable. In such an event it might not have been possible, or, at any rate, desirable, to send the Duke of Connaught at once to the front, but it is not too much to say that there would have been few leaders more willingly followed, such confidence had he inspired in all ranks by his



A WORLD-FAMOUS MOSQUE.

The Jumma Musjid, a superbly conspicuous ornament of Delhi.

(From photos. by Johnston & Hoffmann, 31, Devonshire Street, Portland Place, W.)

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soldierly qualities and evident grip of his new duties as a commander of British and Indian troops in combination.

This favourable impression he more than confirmed when, in 1886, he was promoted to the very important and dignified post of Commander-in-Chief of the Bombay Army. Those were the days of the old Presidency Armies, which were utterly distinct from one another, and, in some respects, administered on principles of rather jealous exclusiveness. This fact, however, did not prevent the Bombay Army from maintaining a very notable standard of all-round goodness; and although, owing partly to the system under which the Bengal Army was directly under the control of the Commander-in-Chief in India, the Bombay Army may have ranked a little lower in point of fighting efficiency, it was a very fine and imposing organisation. Its great traditions did not suffer, it is needless to say, in the hands of the Soldier Prince, and it will be many a long year before his name is forgotten in the Presidency in which men like Sir John Malcolm and Sir Charles Napier set up many years ago such a splendid standard of military reputation. It should be mentioned in this connection that the Duke is still associated with the Bombay Army as colonel of some of its finest regiments, notably that fine cavalry corps, the 1st Bombay Lancers, and it may be taken for granted that in his forthcoming visit special regard will be had to these interesting connections.

For the rest, the Duke will set foot again in India in circumstances very different from those in which he left it in 1890. He himself has but slightly changed in personal appearance, and still less, if at all, in manner. Naturally, not quite so young as he was twelve years ago, he is still the genial, kindly soldier, the "good fellow"—he himself would laugh at the idea of any disrespect being involved in the use of that affectionate term—which he has always been, and always will be, even when his years have rivalled those which have passed over the old Duke's head. Much added experience has he acquired since he gave up the command of the Bombay Army, and there are few soldiers living who have a wider and deeper knowledge, all the more valuable because it is so thoroughly up-to-date, of the art of war. A Field-Marshal of the British Army, he is something even more, and that is the commander of a British Army Corps, on the clear understanding, in which one is certain he rejoices, as the Army does, that, if his Army Corps is ordered on service, he will go with it as its trusted leader. Yet another tie has our Soldier Prince contracted with the profession he has adorned so long and so conspicuously. For he has now a son not only in the Army, but on foreign service with the distinguished cavalry corps to which he himself was formerly attached.

GARRISON CHURCH, DELHI.

In the churchyard of which lies a notable siege relic riddled with bullets.

It is an inspiring reflection that the Duke will see many and impressive changes in the Army with which he was formerly so closely associated. The Army of India in 1890 was a fine one, and in its constituent parts was not largely different from what it is in 1902. But in uniformity of efficiency, in directness of control, in cohesion, and in readiness it is an altogether altered piece of machinery. It is not a new machine—we may be thankful for that—but its parts have been reassembled, after undergoing a process of scrutiny and substitution of sound material for that which was not sound which is but vaguely comprehended in this country. In 1895 the old Presidency Armies were abolished, and the four great Indian commands—Punjab, Bengal, Bombay, and Madras—instituted in their stead, with results, as regards Bombay, which the Duke will not fail to appreciate. Closer attention has been paid to enlistment from warlike races only, and the placing of all the commands on much the same level as regards promotion and chances of seeing active service has introduced a stimulus and a spirit of eager emulation which in the old *régime* were somewhat conspicuous by their absence.

The Duke will also find an Army which has undergone some very grave experiences since he left it. The Chitral Expedition was in the nature of a test successfully met, but the Frontier Risings of 1897-98 were a serious strain, also happily withstood without too much difficulty. In China the Indian Army has borne itself gallantly side by side with the troops of other nations, and it lent important aid in the early stages of the war in South Africa. These large historical facts, as well as incidental details, will, we may be sure, be carefully borne in mind by such a keen and thoughtful observer as India's Royal guest.

Photos Copyright. A MUTINY RELIC.

Magazine retained in memory of the Siege of Delhi.

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ON BOARD THE "RENOWN."

THE ROYAL CABIN.

Specially prepared for the Duke and Duchess of Connaught.

THE DINING-ROOM.

Saloon used during the voyage by the Royal visitors.

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H.R.H. THE DUCHESS OF CONNAUGHT.

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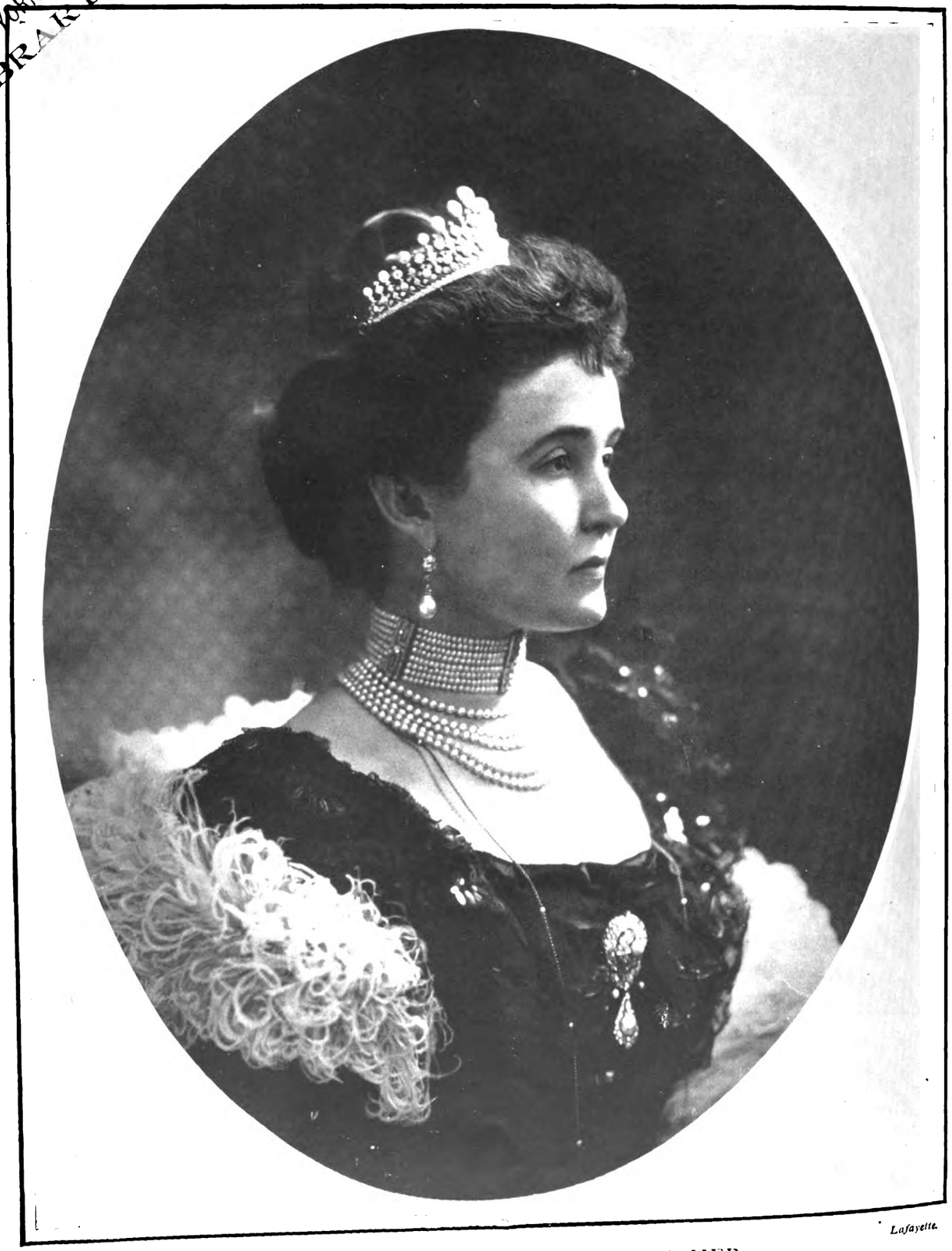

Lafayette.

Photo. Copyright.

INDIA WILL WARMLY WELCOME HER.

The Duchess is indeed sure of a hearty greeting, especially at Bombay, where she is well known in connection with her Royal husband's tour of service as Commander-in-Chief of the Bombay Army. The daughter of the late Prince Frederick Charles of Prussia, G.C.B., the Duchess is also the mother of a soldier son, Prince Arthur of Connaught, 7th Hussars.

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H.R.H. THE DUKE OF CONNAUGHT.

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REPRESENTING THE KING AT THE DURBAR.

Field-Marshal the Duke of Connaught has many ties with India which will render his presence at Delhi singularly appropriate. Not only is he an ex-Commander-in-Chief of the Bombay Army, but also the Colonel of the 13th Bengal Lancers, the 1st Bombay Lancers, and several infantry battalions.

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A FORMER PROCLAMATION DURBAR.

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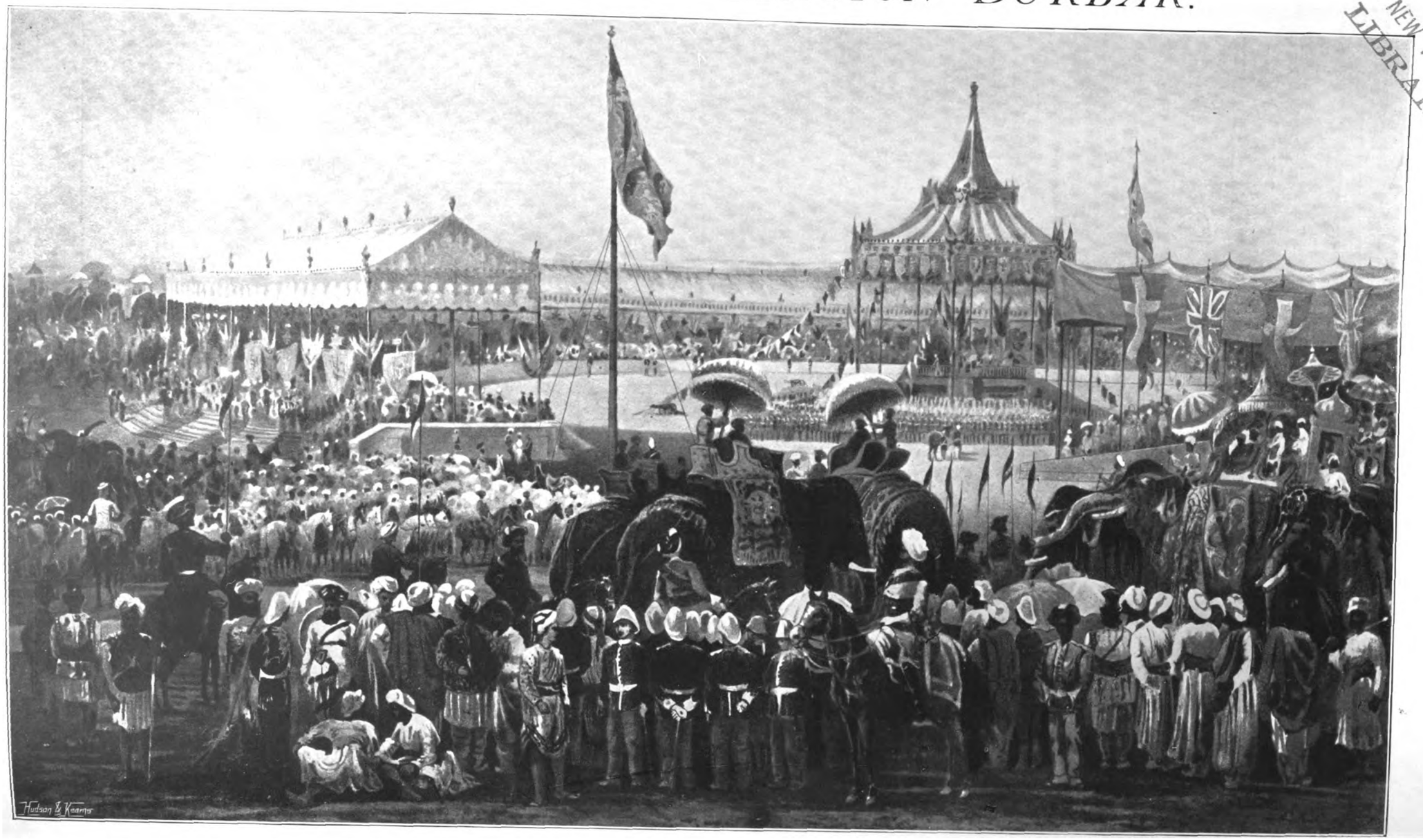

THE IMPERIAL ASSEMBLAGE AT DELHI, 1877.

Proclamation of Queen Victoria as Empress of India (Kaisar-i-Hind).

Whatever may be the splendours of the forthcoming Coronation Durbar, it will be long before the memories of the Imperial Assemblage at Delhi in 1877 fade in the minds of the natives of India. At this magnificent function the grand new title which Lord Beaconsfield had conceived for his Sovereign was proclaimed by the Viceroy, Lord Lytton, with every possible pomp and ceremony, and to the extreme gratification of many thousands of spectators. The above picture gives a spirited reproduction of this memorable and inspiring scene.

(*From a Contemporary Lithograph.*)

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DEFENCE, NOT DEFIANCE.

3rd LONDON RIFLES ON PARADE.

WARWICKSHIRE YEOMANRY.

CYCLISTS, 4th V.B. EAST SURREY REGIMENT.

Citizen Soldiers in Town and Country.

By TRAINBAND.

THE crisis in the Volunteer Force is still in an acute stage at the time of writing. A number of commanding officers are certainly doing their utmost to keep their corps together until they see if any relaxation will be made in connection with the compulsory training in camp. The memorandum issued by the War Office to officers commanding Volunteer corps, directing them to report as to the most suitable time to have a provisional camp to accommodate those Volunteers unable to attend camp with their own units next year, may be regarded as an indication that the War Office contemplates at least modifying, if not altogether removing, the chief objection to the new regulations, which have undoubtedly led to so many resignations. It should be remembered, however, that a similar order to that in the memorandum has been issued for the past two years. As a matter of fact, all commanding officers are agreed on the desirability of an annual training in camp. It is the plan by which its accomplishment is sought to be enforced that they generally recognise as unworkable. It appears to us that to a great extent the difficulty would be removed by the establishment of a permanent rallying post for each brigade during the summer, so that men who could not attend for the eight days during the arbitrary week could put in a few days and week-ends in camp with a provisional battalion. Meanwhile, unfortunately, the resignations have been universally numerous, though their full effect may probably not be known until the Army Estimates are introduced next spring. As regards the existing situation, nevertheless, the War Office memorandum, although, as explained, it is not a new departure, must be deemed a distinctly hopeful sign.

The idea certainly prevails very extensively that there is an attempt to exact rather too much from Volunteers of the present day. In some cases there truly appears to be good ground for forming such an opinion. As a body the Volunteers are undoubtedly anxious to be made as efficient as possible, and it is no disadvantage, but quite the contrary, to get rid of the "wasters." Still, as the matter is fairly considered, two animals at once are suggested to the mind—the willing horse, which is always whipped, and the camel, which has its back broken by the last straw. The pressure exerted by the authorities occasionally also causes an over-anxious colonel to behave with zeal rather than discretion in his relations with his subordinates. A case which came under our notice but a few days ago will illustrate the point. The colonel commanding a cadet battalion reprimanded two of his junior officers for failure to attend a sufficient number of drills. Now, a cadet battalion receives no capitation grant, and it might be thought, therefore, that there would be less necessity for enforcing attendance; but it is a point of honour with cadet battalions to fulfil all the regulations of the Volunteer Force. As a matter of fact, however, the two officers in question had during the last official year each attended as nearly as possible 100 drills. Officers of cadet battalions look forward to harder work than their brethren in an ordinary Volunteer battalion, but 100 signed-up drills, in addition to attendance at camp and on the ranges, is quite as much as should reasonably be expected from an officer who in his civilian capacity is not a man of much leisure. It is hardly a matter for surprise, therefore, to learn that the two officers to whom reference has been made contemplate resigning their commissions. Should they do so, they will be a distinct loss, as they both hold extra proficiency certificates, and, as a matter of fact, are both University men of considerable attainments. The number of drills quoted show them to be very keen, yet their colonel expects more. They cannot give it, and so resign. Those responsible should use every endeavour to render the Volunteer Force highly efficient, but the endeavours will only defeat their object if exerted in an unreasonable manner, or to an unreasonable extent.

Last week reference was made to the unfortunate position of many members of Volunteer Active Service Companies, a number of whom, since their return home, have been unable to find employment. For a certain proportion of these the South African Constabulary would appear to offer considerable attractions. Doubtless there are hundreds of young men who are deterred from emigrating from a very natural fear that their resources might be exhausted before they could obtain suitable work. But General Baden-Powell, the Inspector-General of the South African Constabulary, has most wisely instituted an employment bureau, where the qualifications of all men who desire civil employment are recorded, and where employers can make application for assistants as they require them. The period of enlistment in the South African Constabulary is three years, with the option of re-enlisting for further periods. If, however, a man has an opportunity of procuring more lucrative civil work before his time has expired, he is allowed to purchase his discharge at a moderate figure, which decreases in proportion to the length of his service. The pay offered is quite good, especially as no deductions or stoppages are made for clothes, messing, or quarters. Altogether the terms should certainly prove acceptable to many young men who as Volunteers have gained a knowledge of drill and musketry, and who would undoubtedly better their prospects by settling in a new colony.

Another great inducement to men of good education should be the fact that practically all the officers of the South African Constabulary are to be promoted from the ranks. Every three months an examination of non-commissioned officers who have applied to their troop officers for commissions, and who are recommended by him as likely to prove capable officers, is held at the divisional staff office by a board of officers appointed for the purpose. A successful candidate becomes what is termed a cornet, and serves on probation for at least six months. If satisfactory he is graded as a second lieutenant and confirmed in his rank. If not found suitable he is obliged to leave the force, as it is a rule that a cornet cannot revert to the ranks. The knowledge acquired as Volunteers in England by any recruits for the South African Constabulary will stand them in good stead when they join the force in the Colony, and if they have had war service, the experience they have gained must assuredly assist them in their chances of promotion. The South African Constabulary does not by any means solve the difficulty of employment for all Volunteers who have returned from the front, but it certainly might afford a very satisfactory opening to suitable men.

In the House of Commons some few days ago, on the motion for the second reading of the Militia and Yeomanry Bill, Mr. Brodrick made an observation which will not have escaped the notice of those interested in the ever-important subject of home defence. The War Secretary remarked that there was the strongest possible desire in some quarters to bring the country to a pass in which compulsion might be necessary for home defence. He, nevertheless, most justly added that nothing could render the country so free from the fear of compulsion as to bring the Militia up to its full strength by voluntary enlistment. With this statement there is little to find fault. It is as true as ever that "one Volunteer

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is worth three pressed men," and we could almost have wished that the country were not already so used to the contemplation of possible conscription.

Another point to which Mr. Brodrick referred was the establishment of a Special Service Section of the Yeomanry. Now it is well known that as yet but little enthusiasm has been manifested in connection with the Special Service Sections in most Volunteer battalions, and it is more than probable that the offer of a payment of £5 a year to those Yeomen willing to serve in a Special Service Section will prove but as slight an inducement as it has done in the sister arm. This opinion, it is hardly necessary to explain, is in no way based upon the doubt suggested by an honourable member, who asked if the Yeomanry would have the same difficulty in getting the £5 which was offered as the Reservists had found in obtaining what was due to them. Those who knew the Volunteer Force best were rarely in favour of the formation of Special Service Sections. It is possible they may eventually prove a success, but at present the views of the opponents seem to be justified by results. Meanwhile, it is very doubtful whether the proposal to extend a similar system to the Yeomanry is advisable.

LIEUTENANT-COLONEL EUSTACE BALFOUR.

AN APPRECIATION.

THE retirement of Lieutenant-Colonel Eustace Balfour from the command of the London Scottish Rifle Volunteers, an event just gazetted from the War Office, removes one of the best-known and most able commanding officers from the ranks of the Metropolitan Volunteers. Colonel Balfour has seen in all twenty years' service, and it is probably safe to say that no man at the present time so thoroughly understands the Volunteer system as he does. In fact, it is to this very knowledge of the workings of the movement that the resignation of his command can in a measure be traced, it being an open secret that grave differences of opinion have for some time existed between himself and the War Office, differences which have at last culminated in his retirement.

Colonel Eustace Balfour, fifth son of the late James Balfour of Whittinghame, and brother of the present Prime Minister, joined the ranks of the London Scottish as a private in 1882, it being a rule in this corps that every officer must pass through the ranks. He himself tells how he mastered the mystery of forming fours—in those days a very elaborate procedure—by the aid of sundry pairs of boots, which humble aids to knowledge he manipulated under the guidance of a staff-sergeant until he felt certain of his ground. He further states that on the first occasion on which he was on parade he quite overlooked the fact that "fours" should march by the directing flank, whereupon he got "dressed" in a manner he has never forgotten, and he there and then registered a vow that he would never swear at any man in the ranks.

But these early difficulties were soon overcome, and the young recruit duly blossomed into a sergeant, gained his commission as a lieutenant, and eventually, on April 28, 1894, was gazetted colonel of the corps. From the time he assumed command he has never ceased to strive for the efficiency and betterment not only of his own regiment, but of the Volunteer Force as a body; for Colonel Balfour has been no half-hearted Volunteer. He is a scientific officer, and has mastered all that is best and most modern in tactics. He has read papers on military subjects at the Royal United Service Institution, to which professional soldiers have listened with advantage. The use of the cycle in the operations of war is a favourite subject of his, and he it was who drafted the drill-book of this branch of modern war equipment.

To Colonel Balfour and the London Scottish belong the honour of being the first Volunteers to offer for active service. Nearly six months before the "Black Week" in December, 1899, Colonel Balfour wrote to the War Office offering to raise and equip a company from his regiment to proceed to South Africa should the negotiations then proceeding culminate in hostilities. The offer was then refused, but with the reverses of Colenso, Stormberg, and Magersfontein, the nation, and even the War Office, awoke to the peril in which their South African possessions stood, and a call was made to the Metropolitan Volunteers on almost identical lines to those suggested by Colonel Balfour several months before. Previous to the raising of the City Imperial Volunteers, Colonel Balfour had had consultations with the Adjutant-General, Sir Evelyn Wood, the Commander-in-Chief, Lord Wolseley, and the Secretary of State for War, the Marquess of Lansdowne, and at these interviews the arrangements for the employment of Volunteers for the first time on active service were discussed. The arrangements then come to were practically those ultimately decided on and carried out.

With the publication in November, 1901, of the Order in Council making attendance at an annual training camp compulsory for Volunteers, Colonel Balfour entered a strong protest against any such regulation, and pointed out the unworkableness of such an arrangement. His views of the present position are trenchant and to the point. "I am of opinion," he says, "that the policy of the War Office has been for a very considerable period radically wrong, and I am also of opinion that it will, if persisted in, entirely destroy the Volunteer Force as such. So obvious is this to those who understand the internal organisation of the Volunteer regiments that it is scarcely possible not to believe that the course of action which has been adopted has been actuated with the deliberate intention of destroying the Force. Hitherto all our efforts towards efficiency have been made in spite of many obstacles placed in our way. These obstacles have increased in magnitude during recent years, until they have become, in my view, practically insurmountable."

The new regulations, he points out, insist rather upon a course of training than a standard to be reached, without any consideration for the occupations or the circumstances of those who are giving their unpaid services to the country, and that it is perfectly obvious that one rigid rule, however carefully formed to suit one class of corps, must, for that very reason, hit very hard another class of corps. It is idle to say that Colonel Balfour's resignation has been received with regret by all ranks of the regiment under his command. Never in the history of the corps has an officer made himself more popular, and his commanding presence at the head of the battalion will be missed not only by the members, but by those Londoners who flock to see the "Lads in Grey" when the regiment is on parade.

Colonel Balfour made it a rule to interview every recruit who joined the corps, and many members can recall kind and encouraging words from their commanding officer on such occasions. To this personal interest in their welfare, manifested at all times and on all sorts of occasions, is due in great measure that spirit of loyal support to their chief which is one of the greatest characteristics of the Scottish.

On the occasion of the recent Hallowe'en Dinner of the corps, when Colonel Balfour announced his resignation and took farewell of his comrades, he had such a reception from his "clansmen" as only a Scottish gathering can give, albeit there was a great element of pathos in the proceedings.

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LIEUTENANT-COLONEL EUSTACE BALFOUR.

Late commanding the 7th Middlesex.

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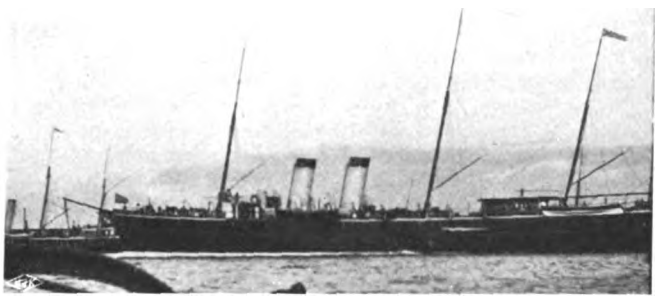
IN WHITEHALL.



THE RUSSIAN ROYAL YACHT "POLAR STAR."

THE NAVIES AND ARMIES OF THE WORLD.

A WEEKLY CAUSERIE BY DAVID HANNAY.

IN WHITEHALL.

IT was in the month of November and the year 1759 that was fought by far the most brilliant battle at sea of the eighteenth century till the appearance of Jervis and Duncan. We might fairly apply the epithet without qualification of any kind if we give what is perhaps the due weight to the fact that the battle of Quiberon, of which I speak, was forced on and won in conditions of weather and place more dangerous than had ever had to be met by any admiral. In this year of 1759 the French Government had laid a scheme for the invasion of England. Its main features were that an army was collected and transports were prepared for in the Morbihan, the piece of landlocked water on the south-east corner of Brittany. One fleet was equipped at Brest, under M. de Conflans, and another was prepared at Toulon, to be commanded by M. de la Clue. La Clue was to escape Boscawen's watch in the Mediterranean, and to join Conflans. The two were then to pick up the transports in the Morbihan and carry out the invasion. It will be seen that the plan bore a close likeness to the scheme of Louis XIV. in 1692, and to Napoleon's in 1804 and 1805. Geography, in fact, dictates the main lines of French schemes of invasion; they can but differ in details. Their fate has always been similar. As Châteaurenault failed to reach Tourville in 1692, so La Clue was defeated and killed on the south coast of Portugal in the early part of 1759. Conflans, like Tourville, had to go on alone.

* * * *

The Government of Louis XV. did not give its admiral peremptory orders to act till late in the year. He was then told to get to sea whenever Hawke's blockading fleet was absent from before Brest. On November 9 bad weather and want of stores compelled Hawke to bear up for Torbay. Just after he had gone a French squadron under M. de Bompart ran into Brest. He was on his way back from the West Indies, and had found the British fleet absent from its usual cruising ground during the blockade—to his relief and surprise. Conflans now saw that the road was clear, and transferring Bompart's best men to his own ships, which were indifferently manned, he put to sea on November 14 and steered for Quiberon, the bay outside the Morbihan. On the same day Hawke sailed from Torbay to resume the blockade. On the 16th he was met by one of the look-out frigates he had left to watch the French with the news that Conflans had been sighted twenty-four leagues to the north-west of Belleisle, steering to the south-east. Hawke at once saw what he must be trying to do, and went in pursuit. And now the courteous reader is respectfully requested to look at a map, or, better still, a chart, and get a clear idea of the triangle formed by the coast of France and the string of rocks and little islands ending in Les Grands Cardinaux. Also, he must bear in mind the position of Belleisle, which lies outside of these rocks and little islands. It was in the water enclosed by them that the battle was fought.

* * * *

Until the evening of November 19 the wind was easterly or failed altogether. Hawke had not overtaken Conflans, who was then to the south-west of Belleisle. There was a small British squadron engaged in watching the entry to the Morbihan under Commodore Duff, and the "Vengeance" frigate was keeping a look-out. The wind turned westerly on the evening of November 19, and Conflans steered before it to pass to the south of Bellisle, then to pass between Les Grands Cardinaux and the mainland, before standing up to Quiberon to bring out the transports. He carried reduced sail, for he did not wish to make the land in the dark. Hawke followed the same course, but being further out and, withal, more confident in the seamanship of his fleet, being also very eager to arrive to time to save Duff from destruction, he carried more sail, and so reduced the distance between his fleet and the enemy. When day broke on the 20th, the wind still from the west and rising steadily, Conflans was nearing the south side of Belleisle and Hawke was still under the horizon. The French were seen by the "Vengeance," and her captain, Nightingale, instantly headed for Quiberon, firing alarm guns to warn Duff. The Commodore came out of the bay at once. His position was one of extreme danger, for there was a possibility that he would be found embayed by Conflans and crushed.

* * * *

There is a passage through the little islands called the Teignouse, which would have enabled him to escape by the north of Belleisle. But it is foul, and only one of Duff's ships was able to beat through it against the westerly gale. The others had to endeavour to get out by the south, where the water is more open. It was touch and go whether they got past before the French barred the road. At one moment it seemed as if they would be caught by the ships detached by Conflans to cut them off. Then just when their destruction appeared certain the French admiral was seen to hoist a signal of recall to his chasing ships. At the same moment the look-out man at the masthead of the "Rochester" hailed that he saw sails at sea beyond the French. Then Duff's men realised that it was the approach of Hawke which was calling off the pursuit of Conflans. They knew the peril in which they stood, and the relief drew from them a wild burst of cheering. In a horseplay of defiance they threw their hats into the sea at the French. To-day the gesture has no meaning. But in the eighteenth century and far into the nineteenth century it was highly significant. At a country fair the professional boxers and single-stick players used to clear a space and throw their hats into it as a challenge. Whoever was prepared to meet them in a bout threw in theirs in reply. Duff's men, in fact, were defying the French to come on.

* * * *

Howe got the first news that the enemy was in sight from the "Maidstone" frigate at half-past eight in the morning. But it was not until a quarter to ten that Howe, who had been sent ahead in the "Magnanime" to make the land, signalled their number and position. Conflans had twenty-one of the line, Hawke twenty-three, and the four ships of Duff's squadron, 50-gun ships all of them, which at that period were still counted as fit to lie in a line of battle. Conflans refused for a time, when Hawke's sails were first seen, to believe that he had to deal with the whole British fleet. When he found that he had, he recalled his chasing ships, and began to form a line of battle. There can be no

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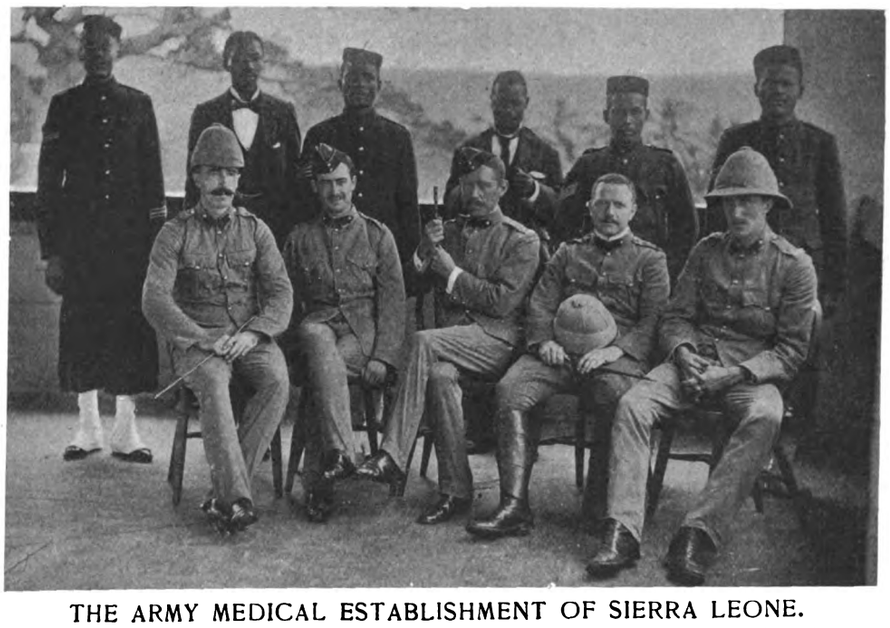
doubt that he ought to have fought in the open water. It is true that he was outnumbered. But the gale was steadily increasing in force. He had it in his power to engage to leeward, which would have given him an advantage, for as the British ships came over they could not have used their lower tiers of guns. He had an excellent chance of damaging our rigging as we bore down. The day was short, and the night certain to be stormy. Had he shown even ordinary firmness, he might have extricated his fleet without great loss. Hawke, believing that he meant to accept battle to the south of Belleisle, hoisted the signal to form the line abreast, and for the heavy sailing ships which were lagging behind to make more sail and come up. It is one of the many proofs how slow the movements of fleets were in the days of sailing ships that the whole morning wore away before the admirals had got their commands into order—in so far, that is to say, as there was any order in the wild weather and the confusion consequent on the scattered state of the two forces when they first sighted one another.

* * * *

It was early in the afternoon that Conflans made Hawke a present of the opportunity which he turned to such heroic account. A good deal is known of the French admiral, and part of his correspondence has been published. He was a very typical member of the French nobility in its decadence. Brave, in the sense that he could fight a duel and go through an action with credit, he was. But he was vain, frivolous, wholly wanting in stability of character. He owed his place to the King's mistress, Mme. de Pompadour, and there was little respect for his capacity in the French Fleet. On this day he showed how utterly untrustworthy he was. After spending hours in forming a line, and after giving Hawke time to come close upon him, he suddenly decided to run for Quiberon, hoisted the signal for retreat, and showed the example by leading his fleet inside Les Grands Cardinaux in his flag-ship, the "Soleil Royal." If he had retreated the moment Hawke was signalled he would have had time to reach Quiberon Bay unattacked. To fight at sea was a manly and promising course. But first to make a show of fighting, and then to retreat when he had lost the start, was to combine the disadvantage of both courses. He probably calculated that Hawke would not dare to follow him inside the rocks, but that shows how grossly he misjudged his man.

THE ARMY MEDICAL SERVICE IN WEST AFRICA.

IT will certainly be of interest to the majority of readers of the NAVY AND ARMY ILLUSTRATED to know that there is just one part of the British Empire where non-commissioned officers and men of the Royal Army Medical Corps are conspicuous by their absence—namely, Sierra Leone, which is often termed "The White Man's Grave," by reason of the fever and malaria which infest the low-lying districts. Sierra Leone, which is now an important part of the defences of the Empire, is garrisoned by a considerable number of troops, and has large station hospitals, etc., which are very ably conducted by what is known as the F.H.E., under officers of the Royal Army Medical Corps. This F.H.E., or Fixed Hospital Establishment, is to all intents and purposes a local non-European Royal Army Medical Corps, the Military portion of which consists mainly of soldiers of the well-known West India Regiment, but which has also a good sprinkling of men from various West African corps. The clerical staff is composed of Sierra Leoneans, or "Creoles," as they are locally styled—that is to say, native-born descendants of the liberated Africans who were brought here by the British ships in days gone by. The members of this Fixed Hospital Establishment retain their regimental uniform, but have the distinctive Geneva Cross on the right arm, and this cross they wear with becoming pride in view of the added importance of their duties.



THE ARMY MEDICAL ESTABLISHMENT OF SIERRA LEONE.

Reading from left to right the names are: Lieut. H. A. Davidson, Lieut. A. J. Hull, Major F. Smith, Capt. H. S. Taylor, and Lieut. J. H. Drunskill, D.S.O., S.M.O.

The three principal stations are Tower Hill, Mount Aureol, and Wilberforce. There are also outpost stations in the Srinterland, and detachments at Gambia, Elmina, Cape Coast Castle, and Accra. The Royal Army Medical Corps officers who are appointed serve a term of about one year at a time on this coast, and are not particularly sorry when the time for their return home comes at the end of it. Leaving the risks of fever out of the question, there is something in the atmosphere of the climate which soon takes all the "go" out of a European and makes him long for home.

Of the two accompanying illustrations, one depicts a view of the station at Tower Hill, showing the barracks in the background and the station hospital in front, and the other represents the greater part of the officers and staff at headquarters, some of the natives at the rear occupying clerical positions.

"Navy & Army."

Photos. Copyright.

A VIEW FROM THE HARBOUR.

The barracks at Tower Hill, and the Station Hospital in the foreground.

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THE WORLD OF BOOKS.

England in the Reigns of George I. and George II. Letters of Cesar de Saussure.

(Murray. 10s. 6d.)

M. DE SAUSSURE, born in 1705, was one of those men who sought refuge in Switzerland from the persecution directed against Protestants under Louis XIV. He drifted to London in 1725, met with some adventures, gained the favour of Lord Kinnoul, and was made a secretary to the British Embassy at Constantinople when that nobleman was our representative there. He was afterwards in the service of Prince Ragotzky, and in 1740 obtained a post as secretary to Lord Cathcart, commanding a portion of the British fleet against the Spanish settlements in America, but relinquished it at his mother's wish. His letters collected in this volume, and translated by Madame van Muyden, his great-great-granddaughter, written between 1725 and 1730, when he went to Constantinople, are certainly extremely interesting. They were dated mostly from London, which is described with considerable freshness. M. de Saussure thought it worth while to note that causeways were raised at the sides of the streets, so that people could walk without danger of being knocked down by coaches or horses. He could not speak a word of English, and began with a troublesome adventure through getting lost. He went to St. James's Palace, saw a royal procession, and was surprised to see everyone make a profound bow as the King went by. "The English do not consider their King to be so very much above them that they dare not salute him as in France; they respect him and are faithful to him and often sincerely attached to him." M. de Saussure described for the amusement of his friends many interesting places he visited, and many sights he witnessed. He saw the King go in state to adjourn Parliament, and very interesting chapters in his book describe an Investiture of the Bath, the Lord Mayor's Show in the days of the barges and the flotilla, the horrors of Tyburn—he once saw thirteen men hung together—the doings of highwaymen, the celebration of the King's birthday, and, not least, the death of George I. and the coronation of his successor. M. de Saussure was not complimentary in regard to the morals of the Court, and was inclined to fear that good faith, simplicity, and fidelity would become as rare as once they were frequent. One of the most interesting chapters in the book is the last, in which he describes his departure from England for Constantinople in the "Torrington," with Lord Kinnoul. He embarked at the Tower stairs, and joined the ship at the Nore for her maiden voyage. On her way out she put into Portsmouth, and we cannot forbear quoting some of the things M. de Saussure says of his visit to the port. During his stay there he learned to know English Naval officers: "Good Lord! What men! I found to my cost that the greater number were the most debauched, the most dissolute, and the most terrible swearers I had ever come across—I say to my cost, for as I lived amongst them I was forced to do as they did. One is sometimes obliged, as the French saying is, to 'howl with the wolves.' Almost every day, or more properly every night, they got intoxicated, and would scour the streets, making a terrible row and breaking window panes." The inhabitants, it appears, did not mind, knowing they would be well repaid. There was prodigious consumption of liquor on the King's birthday, and the amount of wine, punch, etc., drunk passed belief. M. de Saussure ingenuously remarks that so many sufferers were the worse for drink, "that few of us remained to make a row in the streets." He was glad to get away from such company, and the "Torrington" left amidst salutes and the fluttering of pennons, streamers, and flags. "All these cannon shots made a terrible noise. I was quite deafened for several hours, and we were so enveloped in smoke that for over ten minutes we could not see each other on board." He adds the interesting fact that, though he was an ambassador's secretary, the captain allowed him to be entered upon the ship's books, and to be passed as a "letter-man" or volunteer, and thus he was enabled to obtain sailor's rations without cost. His account of the food on board, and of the officers' mess, in the early days of its organised existence, are peculiarly interesting.

"Biscuits and beer, as much as, or more than, can be eaten or drunk in a day, are served to each man, the quantity consisting of 4 pounds of biscuit and 4 pots of beer. These biscuits are as large as a plate, white, and so hard that those sailors who have no teeth, or bad ones, must crush them or soften them with water. I found them, however, very much to my taste, and they reminded me of nuts. All the time we were at sea we had no other bread. A pound of cheese is allowed for every four sailors, half a pound of butter for breakfast and the same for supper. Each sailor eats one pound of boiled salted beef three days in the week for dinner, together with a pudding made of flour and suet. On two other days he eats boiled salted pork, with a pudding of dried peas, and on the remaining two days pea soup and salt fish or bargow, which is a nasty mixture of gruel as thick as mortar. One candle is given out between every four men, and when in wine-growing countries each sailor is allowed a pint of this liquor. Besides his food each man receives 26s. a month wages. Thus, you see, sailors are not only well fed, but well paid. Officers receive sailors' rations, but as this does not satisfy them, they club seven or eight together to buy wine, punch, and fresh provisions. The captain of a ship keeps a good table, and always invites some of his officers to dinner."

M. de Saussure, having been entered on the ship's books as a volunteer, asked Captain Vincent to be allowed to take his part with the sailors, as he wished to learn. The captain rarely came on deck except to take the air, and did not trouble himself with "ordinary seamanship." He was severe with the men, and rarely appeared without some of them receiving strokes with the cane. It is a subject of regret that the account does not go further and describe the life afloat during the cruise to the Bosphorus. We have said enough, however, to show that M. de Saussure's letters are of very great and varied interest. They possess vitality and make one of the most entertaining volumes that we have lately read. He was an excellent gossip, and has been well translated.

The Struggle for Persia.

(By Donald Stuart. Methuen. 6s.)

In the destiny of Persia lies one of the dangers of the future, and those who travel by rail to Baku, and thence by steamer across the Caspianto Enzeli and Resht, will have an opportunity of witnessing evidences of the energy and enterprise of Russia in Northern Persia. Mr. Stuart went through Eastern Russia, and *viâ* Batoum, Tiflis, and Tabriz to Teheran, a less familiar way, and he, too, soon came into contact with the influence of Russia. He had run the gauntlet of inquisitive custom houses, had thought Warsaw dismal, Odessa amusing, the Black Sea bracing for a cruise, the Caucasus a place "where every prospect pleases and only man is vile," and Batoum the cesspool for every cut-throat in Asia Minor and a veritable plague spot. Tabriz appeared to him unspeakably vile within its walls, but possessing the redeeming advantage of excellent sport in its neighbourhood. He then traversed the horrors of a "vermin district," and so progressed to the capital. The aspect of Teheran was ultra-Oriental, and he hopes the Shah may now give a new direction to domestic policy. He tells us that Mirza Abdul Nasar el Moulk, a graduate of Oxford and a perfect English and French scholar, was banished to Kurdestan as Governor at the instigation of Russia, because of his British predilections. The present Grand Vizier, the Atabak Azam, to whom the book is dedicated as "The Great Persian who rules the destinies of the Shah's Dominions," is described in its pages as now Russian to his boots, and so with other officials. Mr. Stuart thought the Persian Army useless if not dangerous, the only resemblance to discipline being found in an excellent corps of 600 Cossacks and 200 infantry under the sole command of a resident Russian Cossack general, named Kosagofski. Evidently our traveller conceived a distrust of Russians from the beginning, and was ready to find in them a rooted dislike of England, which other voyagers have not discovered. All evidence, however, supports him as to the Muscovite advance in Persia, and he is quite sure that she will again demand a coaling station on the Persian Gulf, when the time seems ripe, backed by force. Russian vessels occasionally visit the Gulf, and Mr. Stuart saw the "Varyag" there giving nightly displays with the electric searchlight, and the effect, he says, was not lost upon the Persian mind, comparisons between the two Powers being freely made in every bazaar in the kingdom. British prestige was at a low ebb, while Russia was dominant, with two military roads leading direct to the Persian capital, with her Minister and Cossack general practically dictating at Teheran, and her prohibition in regard to railways, loans, and armaments, and was daily assuming a stronger position. Mr. Stuart's book is very interesting, and gives a good idea of existing conditions in the dominions of the Shah. It is rather descriptive of episodes than of politics, but its incidental light is valuable, and we have pleasure in commending it. A greater array of facts would have added to its value, and it is not to be denied that the volume contains a good deal of ill-balanced criticism of political conditions.

South Africa and the Transvaal War.

(By Louis Creswicke. Caxton Publishing Company.)

Volume VII. concludes this popular work, and is devoted to the guerilla warfare and the peace negotiations. It is a careful compilation from many sources, and the narrative is readable and good. There are numerous illustrations, plain and coloured, and the care devoted to the work should make it popular with the general public. It does not compete with more formal histories, but deserves to be noted amid the avalanche of war literature.

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ROUND THE WORLD.

THE PICTURESQUE VILLAGE OF GRIES.

TAILING AT GOSSENSASS.

SOME WINTER RESORTS IN AUSTRIA.

THE question of travel is one which so largely affects English people, that had Napoleon stigmatised us "a nation of travellers" it would have been much more to the point. From the very nature of their calling, readers of NAVY AND ARMY ILLUSTRATED, in particular, are essentially great travellers, though, naturally, their peregrinations have been undertaken generally when "under orders." There is, however, another class of travellers who travel solely for the purpose of health and recreation, and for whom the Continent has proved such a veritable playground. The number of people who yearly journey to the Continent is extraordinary, and, as the various railway companies' returns show, is ever on the increase. From now until Christmas the trains on the Continent will be literally filled with English bound for the different points on the Riviera, for Italy, and for Switzerland; while the Austrian Tyrol, which only of late years has sprung into popularity, will claim a goodly number.

THE GOLDEN ROOF AT INNSBRUCK.

Tyrol, which is the Alpine province of the Austrian Empire, excels in many respects even Switzerland in the beauty and grandeur of its scenery, while in the matter of hotel accommodation it is certainly not far behind. Thanks to a vastly improved system of railways, Tyrol is now every bit as easy of access from London as the Riviera, while the scenery on the Brenner, the Arlberg and Pusterthal lines almost baffles description. In the matter of climate one might be apt to imagine that the Tyrol is more or less the same all over, but a more intimate acquaintance with the conditions prevailing proves the falsity of any such supposition. As a matter of fact, the country is split up into two distinct types by the chain of mountains called the Oetzthaler Alps, which enters it from Switzerland and divides it into North and South Tyrol. For example, the climate of such places as Innsbruck, Salzburg, and Bregenz on the north differs considerably from such places as Meran, Botzen, Arco, and Roncegno on the south side of this mountain chain.

ONE OF THE LARGEST NATURAL ICE RINKS IN EUROPE.

Innsbruck, the capital of the Tyrol, is a most pleasant place to spend the winter in, and can be specially recommended for those who are fond of a bracing climate. It enjoys a low temperature, with plenty of sunshine, and, being surrounded by high mountains, is sheltered from cold winds. To appreciate the beauty of Innsbruck to its fullest one must needs visit it in winter, when the snow lies hard and crisp on the ground, and the sound of the merry sleigh bells rings out on the clear, dry, mountain air. There is no doubt that the Austrians, like the Canadians, appreciate to the utmost winter with its attendant sports. Innsbruck contains one of the best natural ice rinks in Europe, and, provided with a first-rate orchestra, like Prince's in London, attracts all the *élite* of Innsbruck society. Another popular form of amusement is ski-running, while curling finds many votaries. The theatre, at which first-rate entertainments are given throughout the winter season, ranks as one of the largest and most beautiful in Austria. Another feature of the winter amusements are the promenade concerts provided by the military band. Chamber concerts under the direction of the Innsbruck Musical Society are also held at intervals. In addition to all these, Innsbruck is the natural starting-point for innumerable excursions and walks in the mountains. The mountain paths are well marked, and are as safe for walking as the high-roads. Innsbruck is also a garrison town, being the headquarters of the Corps Commando for the 14th Austro-Hungarian Army Corps.

The journey from England is certainly less fatiguing than that to the Riviera. One can go either by the Hook of Holland and Munich or by Bâle and Feldkirch. Perhaps the latter route is the one to be preferred, inasmuch as it leads over the magnificent Arlberg Railway, a never-to-be-forgotten experience. In common with the many other Tyrolese resorts, Innsbruck is able to offer to visitors the very best of hotel accommodation at a comparatively reasonable figure. No *hôtelier* in Tyrol is better known than Herr Carl Landsee, who has done more to attract visitors to the beautiful mountain districts of this country than any other individual. Herr Landsee is the proprietor of the well-known Hotel Tirol, and a more comfortable or better-managed hotel would be difficult to find in the whole of Europe.

THE TIROLERHOF AT INNSBRUCK.

Another charming spot in North Tyrol is Salzburg, being especially favoured on account of the amount of winter sunshine it enjoys. Salzburg is the capital of the Dukedom of the same name, and the characteristic features of the district are

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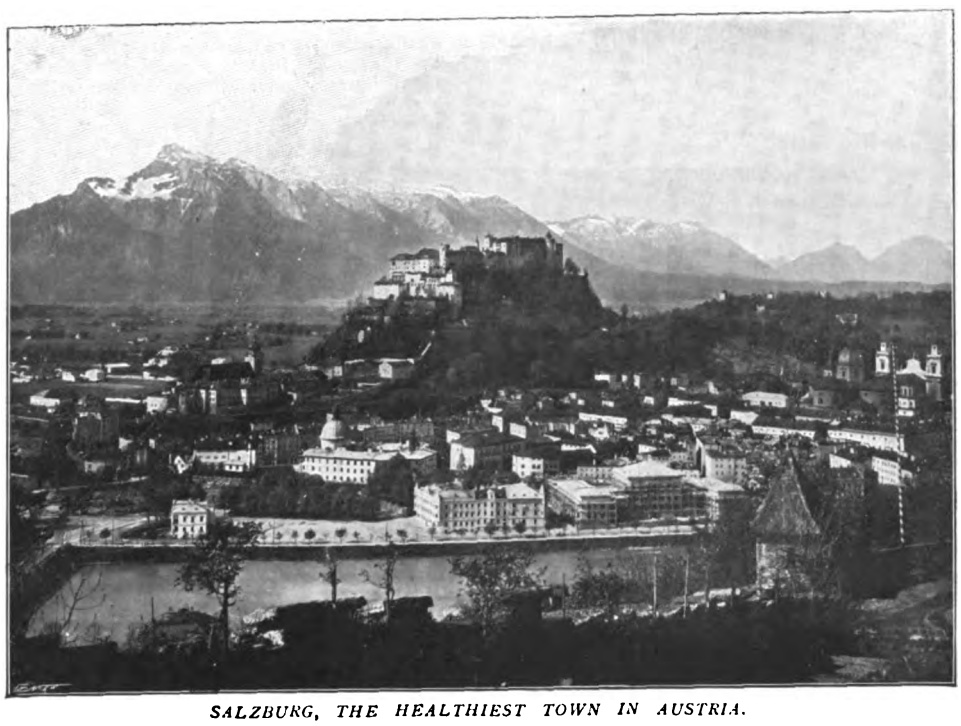
distinctly Alpine. Salzburg, which bears the unique distinction of being the healthiest town in Austria, has a climate similar to that of Innsbruck, and affords facilities for indulging in all manner of winter sports, under the most favourable conditions. For tobogganing, several first-rate courses exist, while skating is to be had on the lakes in the neighbourhood. Of the "lions" of the place, the ascent of the Gaisberg, known as the "Salzburg Righi," which is made by the celebrated Gaisberg Inclined Railroad, ranks first. The trip is one that is thoroughly enjoyed from first to last, and occupies just an hour in reaching the top of the mountain, where an hotel has been built. Many people who ascend the Gaisberg remain the night at the hotel in order to see the sun rise, which is superb. Of the mountain resorts in Tyrol, it is surprising the few that are open in winter. Kitzbühel, on the Arlberg line, is as delightful a little wintering place as one could wish for, and is famous for its skating and ski-running. A visit to "Kitz" is made the more pleasant inasmuch as Mrs. Allen, an English lady, keeps a first-rate "castle" *pension*.

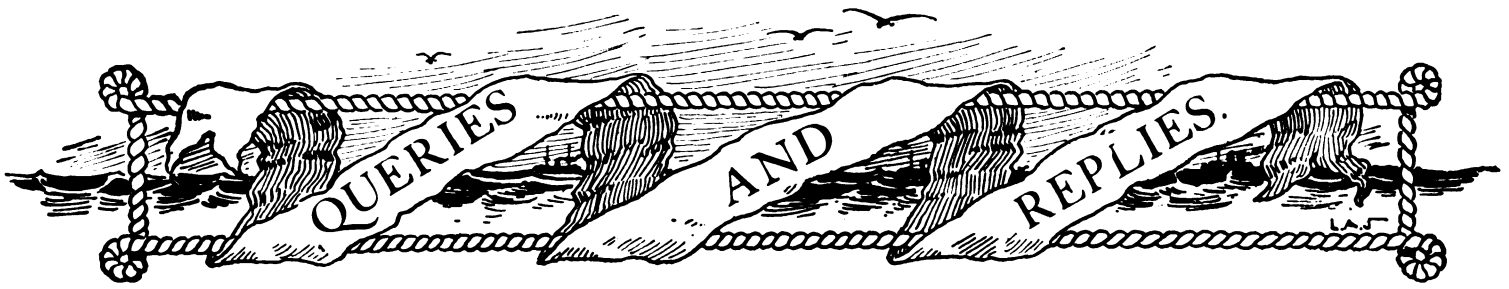


SALZBURG, THE HEALTHIEST TOWN IN AUSTRIA.

Bregenz — "the gateway of Tyrol" — at the foot of Lake Constance (known locally as the Boden See) is a picturesque town, and a charming spot for either a summer or winter sojourn. Good accommodation is provided for visitors at the Hotel Montfort, which is conveniently situated near the harbour and lake promenades. There is an interesting museum, and from the surrounding heights superb views of the lake and Alps may be obtained. St. Anton and Landeck, on the Arlberg Railway, both enjoy winter seasons, the latter, with its comfortable Hotel Post, being the mildest winter station in North Tyrol.

Leaving Innsbruck, and travelling south over the famous Brenner Pass, we enter what is known as South Tyrol. Here we find Botzen, with its charming suburb Gries; Meran, with its lovely scenery and perfect climate — not forgetting the two excellent hotels, the Meranerhof and the Archduke Johann, which are filled with English people during the winter. Riva, at the head of the beautiful lake of Garda, enjoys an exceptionally mild winter climate, as do Trent and Arco. Trent, once the wealthiest town in Tyrol, was, according to tradition, founded by the Etruscans; while Riva is only two degrees colder than the Riviera. The Lido Palace Hotel, at Riva, is beautifully situated, as well as being very comfortable, and provides quite a small fleet of rowing and sailing boats for the use of guests. Meran is easily accessible from Botzen, from which place it is connected with the Brenner Railway by a branch line. Meran is seasonable in spring, autumn, and winter, the last-named season being specially favourable for a visit. Sheltered by high mountains on all sides but the south, the warmth of the sun at midday is extraordinary. It is a fact that large skating parties have frequently been seen at Meran, skating in their shirt-sleeves; while invalids are often to be found, seated in chairs, sunning themselves on the ice. Indeed, in the number of sunny days, Cairo is said to be the only place that surpasses it.

At this season there are no doubt many people about to take their departure for Italy, and we should like to call attention to the fact that travelling *viâ* Innsbruck, over the Brenner Railway, would afford them an opportunity of seeing for themselves some of the magnificent scenery for which this charming country is famous.



WINTER AT AIRE-SUR-L'ADOUR (COSMO).—The climate of Aire-sur-l'Adour may be said to resemble closely that of Biarritz, the mean winter temperature being about 52-deg. It is about 113 miles from Bordeaux, and may be reached either by way of Calais, Paris, and Bordeaux, or by General Steam Navigation Company's steamers from London to Bordeaux, thence by rail.

HOTEL ACCOMMODATION AT CAIRO (C. A. W.).—The hotels of Cairo are undoubtedly among the best in the world. In Cairo itself there are the Savoy, the Continental, Shepheard's, and the Ghezireh Palace; and nine miles from Cairo, the comfortable Mena House. By Christmas most of the hotels are, as a rule, pretty full, as the season is then in full swing. The climate in winter is most enjoyable, there being little rain, while you would find plenty of society and amusements. The Hotel Bristol, also in Cairo, has the reputation of being a comfortable, moderate-priced hotel.

WHERE TO STAY AT MONTE CARLO (RIVIERA) —We can confidently recommend the Grand Hotel, of which the proprietors are Messrs. Noel and Pattard. The hotel is charmingly situated, being out of the general route of tramways, etc., and enclosed in its own beautiful grounds. It is only five minutes' walk from the Casino. The hotel is patronised by wealthy, fashionable visitors, who come from all parts of the world, and especially English people, among whom the Grand has earned the highest praise. You would do well to write to M. Noel, engaging rooms in advance, as from February to March—the height of the Monte Carlo season—every hotel is full up.

THE CANARY ISLANDS FOR WINTER STAY (F.R.I.B.A.).—These islands have long enjoyed a very high reputation as a winter health resort. You could travel either from Southampton by the Union Castle Line, or from Liverpool by the boats of the Elder, Dempster Line; the latter, though a trifle longer, is a most comfortable line to travel by. The Hotel Aguere and Continental, situated at Laguna, Teneriffe, which is mentioned in the "Directory," can be thoroughly recommended. The hotel is situated at an elevation of 1,800-ft. above sea-level, and has good water and perfect sanitation.

WINTER IN ROME (ANTIQUARY).—It is really surprising how cheaply one is able to winter in Rome, provided they "know the ropes" properly. A nicely-furnished double bedroom and sitting-room can often be found from 75-lire to 150-lire a month, which sum would include service, bed-making, sweeping, etc., but not cooking. Any good restaurant will supply you with two meals a day, wine included, for 60-lire or 70-lire a month. We can recommend from personal experience Castaldi's Restaurant in Via del Nazzarena, and Sira Nina's in Piazza Firense. The servant "difficulty," of which one has heard so much in the Press recently, is easily solved in Rome by hiring a day servant, whose wages, without food, would amount to about 30-lire a month. If you will take the trouble to write to us prior to your departure, we shall be pleased to give you an introduction to a lady who has lived for many years in the city, and who would doubtless endeavour to assist you in every possible way.

WHERE TO SPEND SIX MONTHS' LEAVE (E. S.).—We much regret the delay in replying to your enquiry, which we must confess is rather a difficult one to answer satisfactorily. With an income of £60 a month for three people, you have practically the choice of the British Isles, and, for that matter, the Continent as well. If, as you expect, you arrive in England in June, there would be available at that time the Norfolk Broads, which provide first-rate fishing and a little shooting; or you might even spend a few weeks in Scotland, or make a tour in the West of England or in Ireland. In the autumn we should recommend you to visit the Austrian Tyrol, which is fast becoming a favourite field for holiday seekers. From the Tyrol you could go to the Riviera, visiting the Italian lakes *en route*. As to a suitable place of residence, we should be inclined to advise you to try some spot on the south coast of Devon or Cornwall, Sidmouth, Torquay, Falmouth, and Penzance all enjoying mild winters. Here, at least, you would be able to get first-rate sea-fishing, shooting, and, naturally, plenty of riding.

FORTNIGHT IN SEDAN (A. G. M.).—At this season of the year it is not advisable to take the Rhine route. Your best plan will be to take a return ticket to Brussels, through Messrs. Cook and Son, and also obtain from them special tickets from Brussels to Namur, Mezieres, Sedan, and Metz, returning *viâ* Luxembourg and Brussels to London. This will enable you to visit the principal battlefields of the Franco-German War from Sedan to Metz.

INEXPENSIVE PENSION IN BORDIGHERA (J. W. H.).—We know of no such *pensions* as you mention in Bordighera. The lowest price would be about 6-fr. a day. The Pension Jolie and Pension des Oliviers can be both recommended.

WINTER RESIDENCE (J. C.).—Brussels is a very favourite place of winter residence with English people, on account of the many advantages it offers. In addition to the numerous schools, which attract families, there is a first-rate opera-house within easy reach and at moderate prices, as well as many good theatres, free lectures at the university, and high-class instruction at very cheap rates in painting and sculpture. Brussels is, of course, celebrated for its musical education; and there is in winter a constant succession of concerts by the first artists, while its picture galleries are world-famed. Socially there is a large English and American colony.

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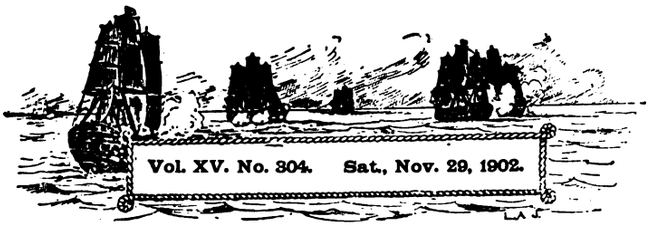

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MEMS. FOR NAVAL AND MILITARY MESSES.

GREAT preparations have been made for the polo matches to take place in connection with the Durbar festivities at Delhi. Those who will act on the Polo Club Committee will include Colonel C. W. Muir (the President), the Maharajah of Idar, Major S. H. Climo, Lieutenant-Colonel Reid, Lieutenant-Colonel G. A. Money, Captain D'A. Bannerman (hon. secretary), Major R. St. C. Leckey, Royal Horse Artillery, and Captain J. C. Pinney, Central India Horse (assistant secretary). Football and hockey tournaments have been arranged to take place on No. 3 ground, the finals being fixed for January 6 and 7. A wrestling tournament has also been arranged, when the best wrestlers in India will take part.

Amongst those who will be in No. 1 Camp for the Durbar will be Sir Charles and Lady Cayzer and Miss Cayzer, Sir Howard Vincent, Sir C. McLaren and Lady McLaren, Sir A. Haslam and Lady Haslam, and Mr. and Mrs. Beresford Melville.

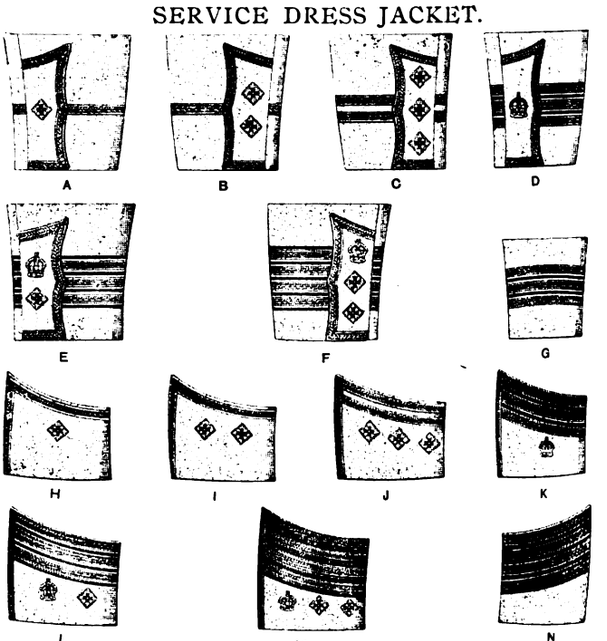
The Christmas cards, games, and almanacs issued by Messrs. C. W. Faulkner and Co. are deserving of great praise. The games in particular are of great interest, and this year, besides the old favourites, there are several additions, which will go far to increase the mirth of young and old at Christmas-time, besides being instructive. They are of all prices, from the sixpenny "Patience" to the 21-guinea billiard-table, so that the tastes and purses of all are catered for.

The Annual Dinner of the Drake and Gorham, Limited, Cricket Club was held on November 12 at the Holborn Restaurant, when about sixty members attended. The chair was taken by Mr. Bernard Drake. Mr. Gorham and Mr. M. G. Drake being also present. After the usual toasts the hon. secretary and treasurer, Mr. H. Beenham, reported that twenty-four matches had been played, six of which had been won, nine lost, and nine abandoned owing to the very wet season; also that the club was in a satisfactory financial condition, with a considerable carry forward to next year. He further stated that a very good ground had been secured for next season. The chairman, in responding to the toast of "Success to Drake and Gorham, Limited," referred to the necessity of healthy recreation to secure good work. Mr. Drake added that he was pleased to say that the company was in a thoroughly sound condition, and busier at the present time than for some years.

Cassell's Saturday Journal celebrates its 1,000th birthday with the current number, and hearty congratulations are due to all concerned. For the last fifteen years the editorial chair has been occupied by Mr. Ernest Foster, and under his able guidance the journal has pushed itself ever further and further into public favour. No pains have been spared to make the paper bright, amusing, and instructive. It was started in October, 1883, to meet the demand for popular reading matter, which was then making itself more and more felt, mainly owing to the Education Act of 1870. With regard to the matter contained in the paper several interesting details are provided in this number. Serial stories have always been a strong feature, and the present one, "A Branded Name," by Mr. J. Bloundelle-Burton, is the sixty-third that has appeared.

Among the many contributors to the paper has been the ever-interesting Mr. G. R. Sims, whose vivid "Life Dramas of the London Poor" were printed as far back as 1888, and who is now contributing a series of "Pen Pictures" week by week, of which the present is "Some First Numbers and a Thousandth," in which he describes some papers he has worked on. All will wish the red-covered journal a prosperous journey to its 2,000th number.

THE NEW REGULATION CUFF FOR THE ARMY SERVICE DRESS JACKET.



A.—Second Lieutenant. B.—Lieutenant. C.—Captain. D.—Major. E.—Lieutenant-Colonel. F.—Colonel. G.—Back of cuff. Highland Regiments: H.—Second Lieutenant. I.—Lieutenant. J.—Captain. K.—Major. L.—Lieutenant-Colonel. M.—Colonel. N.—Back of cuff.

The cord distinctions originally planned for the Army service dress jacket have now been abandoned in favour of a type better calculated to stand the hard wear of a campaign. The new plan marks a decided advance in simplicity of design, and will easily render the rank of the officer distinguishable on the field, which is, after all, what is most to be aimed at in changes of this nature. It is by the courtesy of the proprietors of the *Army and Navy Gazette* that we are enabled to publish the above drawings.

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THE
NAVY & ARMY
ILLUSTRATED.

VOL. XV —No. 305] SATURDAY DECEMBER 6th, 1902

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INDIA'S RETIRING COMMANDER-IN-CHIEF.

GENERAL SIR A. POWER PALMER, G.C.I.E., K.C.B.

When the late Sir William Lockhart died in harness, leaving the Indian Chiefship vacant, Sir A. Power Palmer, then holding the Punjab Command, was appointed temporarily to the post. The appointment was subsequently confirmed, and Sir A. Power Palmer now hands over to Lord Kitchener, after nearly three years of tenure, one of the highest and most responsible offices in the British Empire. A grand specimen of the fighting soldier—he is an ex-"Hodson's Horse' officer, and has nine campaigns to his credit—he has administered the Indian Army with wisdom and vigour, and leaves it in a state of distinctly advanced efficiency.

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ILLUSTRATED.
20, TAVISTOCK STREET, LONDON W.C.

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WAKING UP THE . . . . WAR OFFICE.

WE are glad to congratulate the War Office this week upon an act of wisdom as well as a piece of luck. The act of wisdom is the issue of the new regulation about Volunteer training camps. When the original orders for annual camps were issued, we pointed out that there was no chance of their being attended by anything like the full number of Volunteers, or even by a respectable majority. If the War Office had considered carefully enough the conditions under which our citizen soldiers serve, it must have been clear that the new plan would not work as it stood. At the same time, it was necessary to make Volunteer training a more serious matter. It remained, therefore, for some expedient to be hit upon which would give elasticity to the system and enable Volunteers to attend training camps at different periods of the year, instead of being expected to go through their military exercises in the field altogether during the month of August. This elasticity has now been introduced into the regulations. Standing camps are to be formed from May until the middle of July, and also in September. They will be either at Aldershot or on Salisbury Plain, and they will be attended by Volunteers who are unable to attend the camps of their own units. Somehow or other, all Volunteers who take themselves and their work seriously will probably be able to devote a week to field training. Public opinion will gradually bring pressure to bear upon employers, and we have every hope that the efficiency and military value of the Force will be raised to a much higher standard.

The piece of good fortune which has befallen the War Office is the favourable nature of the recruiting returns. It was generally expected that there would be a considerable falling off in the number of Army recruits after the war. How it is that this expectation has been falsified we cannot undertake to explain until the full details are before the world. Of course, the slackness in the labour market must have a good deal to do with it. Perhaps, also, the improvement in the conditions under which the soldier serves may have already begun to exercise its effect. Whatever the explanation, the fact is that recruits are coming in well. We shall not hear so much, at any rate for some little time, about the need for some form of conscription, though we must not let ourselves forget that recruiting goes up and down like everything else. For the present the situation appears to be satisfactory, but there is no telling how soon we may be faced by the necessity for adopting other means than exist at present for filling up the ranks to the numbers required.

We are not sure whether it would not sound like irony to offer the War Office our congratulations upon the formation of the strong Private Members' Committee in the House of Commons which proposes to undertake the task of keeping Pall Mall up to the mark. It is certainly a matter for satisfaction from the national point of view. The committee is composed of Unionist members of Parliament. The new move is therefore free from all suspicion of being merely a party manœuvre. The members of the committee intend to devote their attention to the business side of War Office administration. They recognise that the Service Members' Committee is sufficiently well qualified and sufficiently active to look after the military aspects of the problem which we have to solve. It is the business side of the War Office which in their opinion specially demands complete reorganisation. A number of men of business, with Sir Clinton Dawkins at their head, pointed out last year many ways in which War Office business might be more economically and more capably conducted. Only one of their recommendations has as yet been adopted, and this reform—the appointment of a Permanent Executive War Office Committee—does not go very far. The country will watch with interest the efforts which the new committee makes to induce the Government to carry out the remainder of the changes proposed.

A NORTH SEA FLEET.

LAST week we discussed a proposal that had been made in a magazine for the withdrawal of the British fleet from the Mediterranean. Since then the *National Review* has come out with the suggestion that we should keep a permanent squadron in the North Sea. The object of this change in the distribution of our ships would be to show Germany that we realise the possibility of a sudden attack in that quarter, and that we are fully prepared to meet it. For many years the *National Review* has been assuring us that Germany is the foe whom we ought principally to fear. There are certainly many points at which British and German interests clash, and it would be criminal negligence on the part of our Naval authorities if they failed to keep this in mind. But the tendency of such articles as this one in the *National Review* is to make the public think that our interests are not properly protected in waters where our ships do not actually happen to be stationed. The wiser theory is that, wherever the British Fleet may be, it must always act as a safeguard, so long as we retain effective command of the sea, to our honour and our commerce all over the world. This theory was proved to be sound, and in accordance with the facts of actual warfare, even in the days of masts and sails. Steam and electricity have made the world very much smaller since then, so that strong positive arguments must be advanced, and shown to be unassailable, before we consent to abandon the hypothesis upon which our Naval plans have been based for so long.

If, without weakening our existing stations, we could place a squadron in the North Sea, there would be nothing to urge against such a step being taken. Germany could not with any reason resent it, and the more widely distributed our ships are the better. But we may safely trust the business man at present at the head of the Admiralty to see that the distribution is arranged upon the best plan. So long as review and magazine articles do not unduly disturb or unsettle the public mind, it is a great advantage that all questions relating to Naval policy should be freely discussed. Those of us who, for a great many years past, have been striving to arouse greater national interest in the Navy, are only too glad to see that Naval matters are now so constantly and so prominently brought to public notice.

THE Double Christmas Number of the NAVY AND ARMY ILLUSTRATED will be published on December 12 this year. It will contain among other things the following articles and stories: "Haste to the Wedding," by J. Bloundelle-Burton; "The Passing of the Midshipman," by J. Leyland; "Two Christmas Days Under Fire," by "Range-finder"; "That Word, Honour," by W. Shannon; "The Soldier Princes of India," by Captain Owen Wheeler; "The Way of Wooing," by F. Norreys Connell; "A Christmas Campaign in New Zealand," by "Imperialist"; "None but the Brave," by Major Arthur Griffiths; "A Battle on Christmas Eve," by David Hannay; "The Boatswain's Tooth-brush," by C. Gleig; "A Volunteer's Christmas on the Veldt," by "Trainband"; "My First Tiger," by "Murphy"; and many shorter articles.

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NAVAL SICK QUARTERS AT YOKOHAMA.

THE Royal Naval Sick Quarters at Yokohama, which are situated on a bluff rising some 200-ft. above the level of the sea, form one of the most pleasant stations at which Naval officers and men who are unfortunate enough to be taken ill in this part of the world may recuperate their strength under most favourable conditions. They are composed of four wards containing from about seventy to eighty beds, in addition to quarters provided for a captain with a bed-room and sitting-room, the ward-room quarters which consist of four cabins and a very comfortable mess-room being in a detached building, and the gun-room quarters, which adjoin the men's wards, consisting of three cabins and a mess-room. In addition to these there is a small hospital for infectious diseases, and this of course is entirely separated from the other buildings.

In the grounds of the Sick Quarters, which have been very prettily and artistically laid out under the direction of the present officer in charge and his predecessors, as our illustrations will show, there is an abundance of the pretty but scentless flowers and quaintly cut shrubs of Japan. As is generally known, Yokohama possesses a lovely climate, and with the exception of a couple of months or so, July and August, which are the hottest of the year, is all that can be desired to satisfy even the most peevish of convalescents. Even during these months there is plenty of protection afforded those who care to stroll in the grounds by the numerous trees, which throw a plenteous shade in all directions. There is a beautiful promenade at the summit of the bluff, called Officers' Walk, which, as its name implies, is specially reserved for the use of officers, and from here one gets a splendid view of the Bay of Tokio and of the surrounding scenery, including the harbour of Yokohama, which is a very picturesque one.

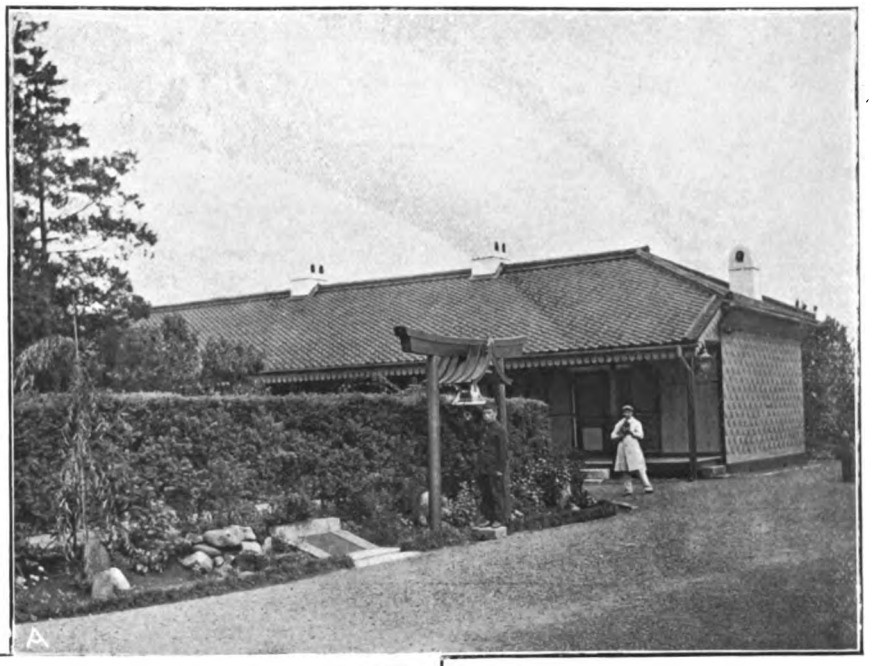
Although these Sick Quarters are not in demand to any large extent during the winter months, it is in the summer, when the heat begins to get somewhat unbearable at Hong Kong, and the convalescents are transferred from that place to the milder climate of Yokohama, that they begin to get fully occupied. At this busy time the medical officer in charge is allowed an assistant, in the person of a brother surgeon detached from the Hong Kong hospital, for whom a house is provided, and whose services are usually requisitioned between the months of May and November. The duties of the medical officer in charge are at times unique, for in the absence of a British war-ship from Japanese waters he becomes the Senior Naval Officer in Japan; and the duties thereby entailed, together with the other multifarious ones in connection with the hospital and medical arrangements, besides various duties of an accountant nature, render this office by no means an easy or idle one.

Connected with the Sick Quarters, but on a level with the sea, are several buildings which originally were used as a coal and store depôt, and to which an accountant officer was attached, but these have now practically fallen into disuse. One peculiarity about these Sick Quarters is that there are no nursing sisters employed, the staff being composed of Naval sick-bay stewards and attendants, whilst the servants, cook, carpenter, etc., are Japanese.

In an enclosure in the hospital grounds may be seen a deer known by the name of Pekin, having been brought from the city of that name at the time of the relief of the Legations during the Boxer trouble of 1900. This deer is a very pretty creature, combining the usual agility of its breed with a gentleness and tameness which is to some degree surprising, when one takes into consideration the general timidness of these animals.

The present officer in charge of these Sick Quarters is Staff-Surgeon H. W. G. Doyne, R.N., who has a pretty little house in the grounds, and who was appointed to the office in January, 1900.

The accompanying reproductions from photographs of the hospital and grounds were taken in June and July last, the various trees and plants being about this time of year at their best.



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A.—THE GUN-ROOM QUARTERS' BELL. *B.—THE WARD-ROOM QUARTERS.* *C.—JAPANESE SERVANTS AT WORK IN THE GARDENS*

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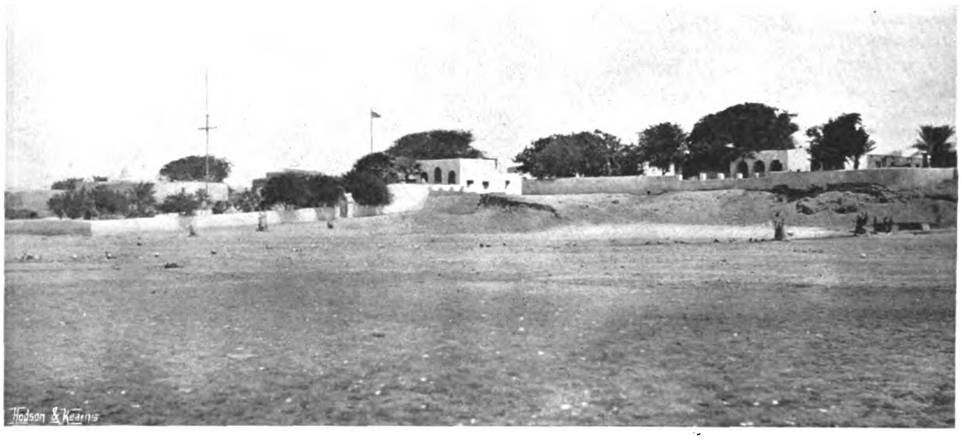
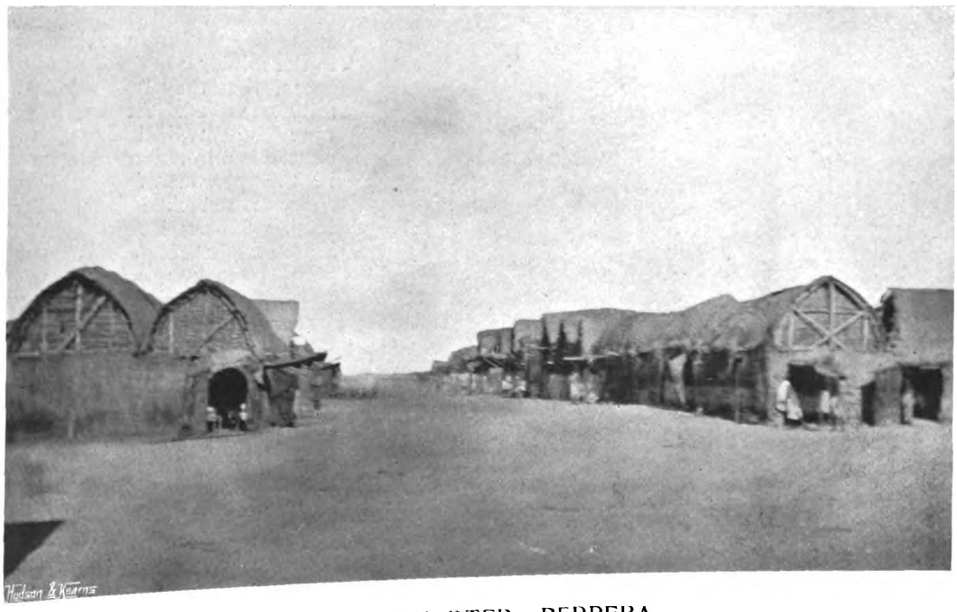
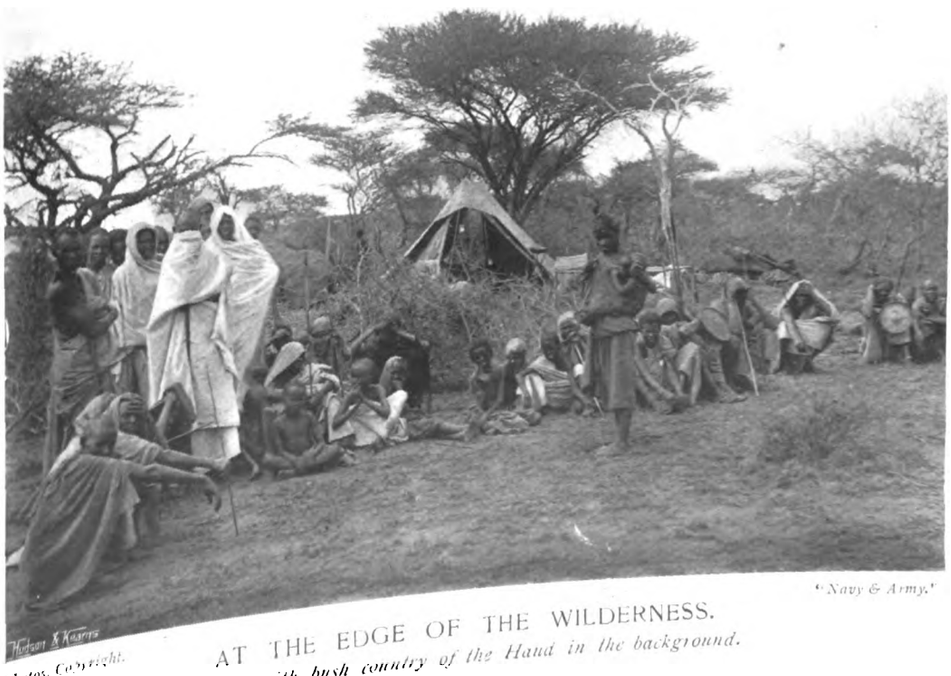
THE SOMALILAND TROUBLE.



NOW A BUSY CENTRE.
The "Shaab," or British Residency at Berbera.



NATIVE QUARTER, BERBERA.
The houses are built of wooden framework covered with mats.



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AT THE EDGE OF THE WILDERNESS.
Camp, with bush country of the Haud in the background.

A FRESH stage has been reached in the Somaliland operations. Pending the arrival of a sufficiency of King's African Rifles to enable a general advance against the Mullah to be made, General Manning, now commanding in Somaliland, has been busy with matters of organisation, especially in the direction of transport. But he has also found time to make a flying visit to Bohotle, where, it will be remembered, a small garrison was left to occupy a sort of outpost on the edge of the elevated wilderness known as the Haud.

There is a stone fort at Bohotle, and no fears were entertained of the safety of the garrison, which had guns, and was deemed quite strong enough to resist effectually any attempt the Mullah might make to rush it. But it was desirable to reprovision the post, and also to dispel any illusion as to our future attitude. Accordingly, General Manning, accompanied by a "flying column" under Colonel Cobbe, took a caravan of supplies to Bohotle and left it with a sufficiency of provisions to last some months.

Incidentally, some interesting information was procured concerning the Mullah and his movements. There seems plenty of evidence to show that his following has been raiding not only in the immediate vicinity of Bohotle, but also on what may be termed our side of it, and so for a time the outpost has been literally isolated. Moreover, a third of the garrison has been "down" with malarial fever. The relief afforded by General Manning's arrival appears, therefore, to have been appreciable, while the moral effect of the forward movement of a compact and well-armed force has also been marked. For the Mullah, who has never shown any very marked disposition of late to remain long in the immediate neighbourhood of British guns, is said to have retired to Mudug, near Erego, where Colonel Swayne suffered such serious loss.

The preparations for a general advance are progressing, and some definite announcement will doubtless be made on the subject at an early date. The 150 Native Mounted Infantry from India have arrived, and matters should take shape as soon as the transport preparations are fairly complete. Probably a good deal depends upon the conversation with reference to the Somaliland trouble which Lord Kitchener is said to have had on his outward journey with General Maitland, commanding at Aden.

The latest intelligence to the effect that the Mullah has at least 5,000 riflemen, and that his total following numbers some 32,000, is not altogether satisfactory, in view of the difficulty which we shall experience in keeping a force adequate to crush such opposition moving in a difficult country. But the Mullah's resources are restricted, and our own are practically limitless. There can be but one end to the present operations, even if it is to be reached neither speedily nor easily.

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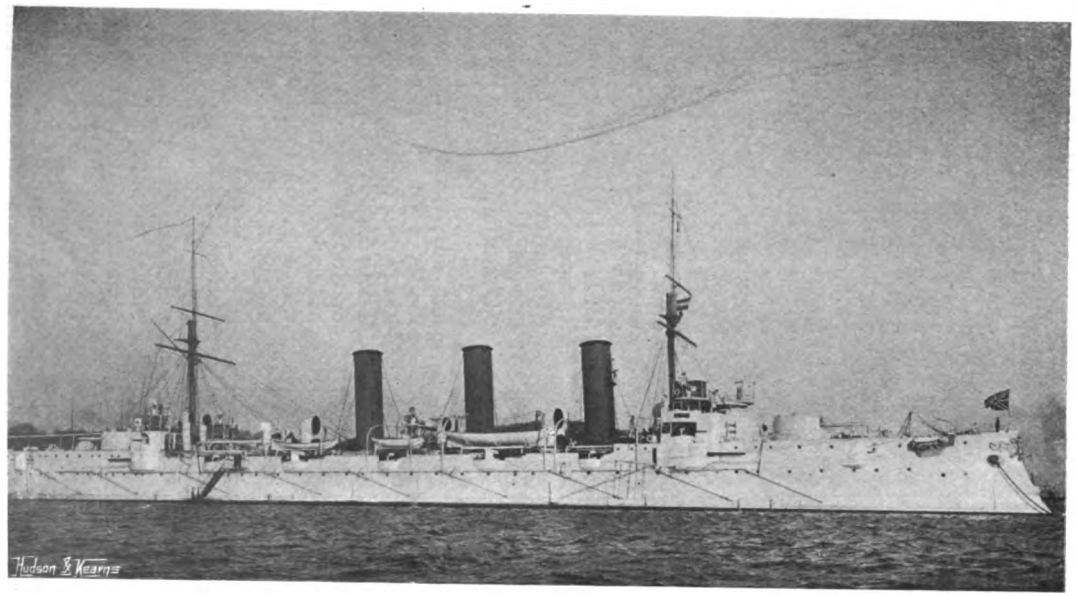
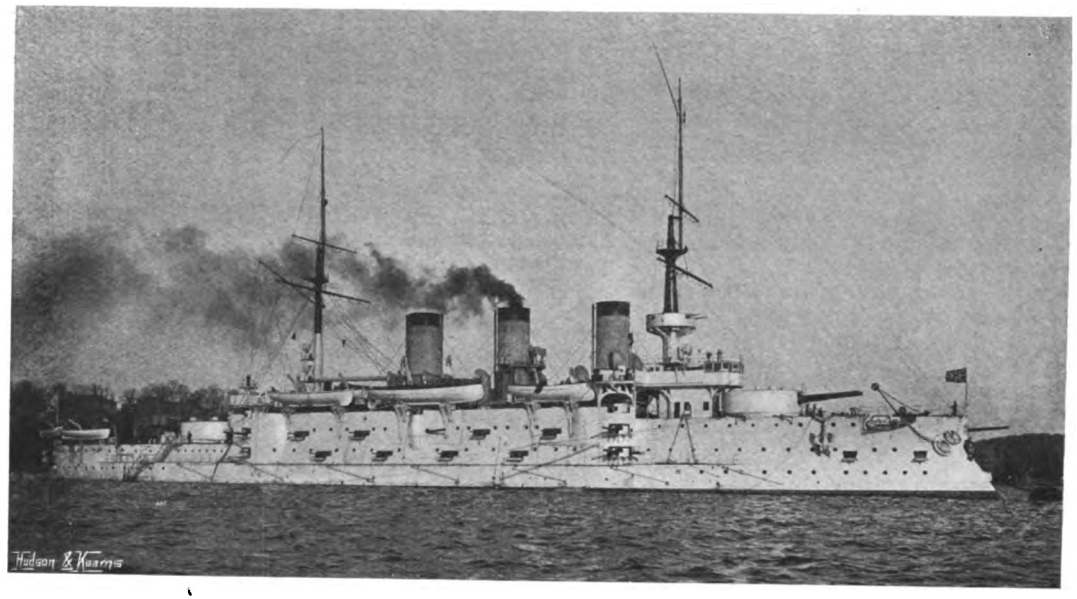
RUSSIAN WAR-SHIPS IN ENGLISH WATERS.



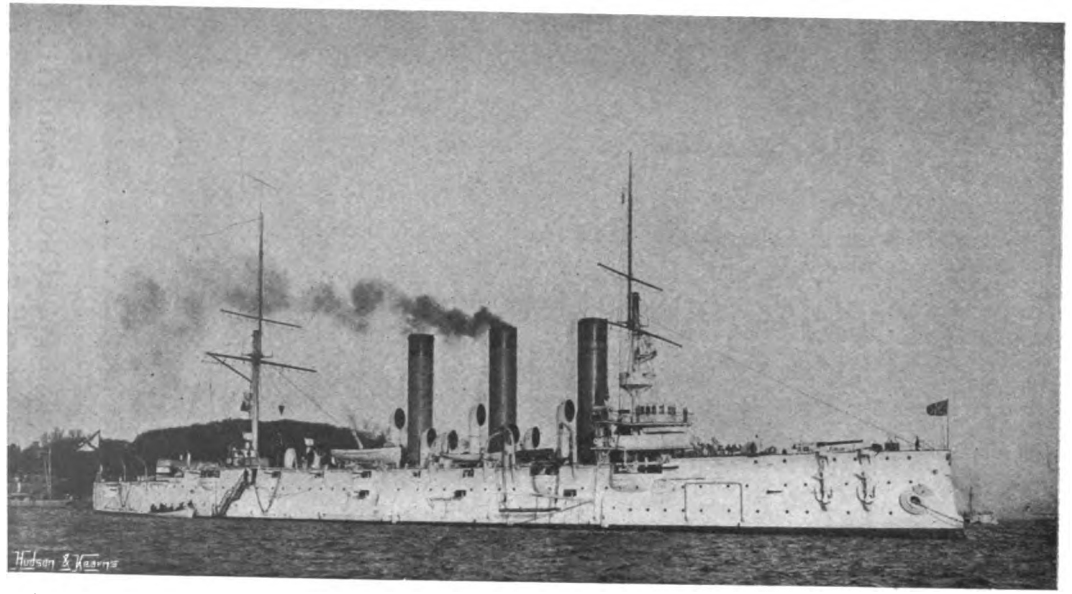
THE "BOGATYR."

The "Bogatyr" is a first-class protected cruiser, with a displacement of 6,395 tons. I.H.P., 19,500, with a nominal speed of 23 knots. She is fitted with Belleville boilers. Heaviest guns, 6-in. quick-firers. Thickest armour, 6-in. She has also four torpedo-tubes, two of which are submerged.



THE "POBIEDA."

The battle-ship "Pobieda" has a displacement of 12,674 tons. I.H.P., 14,500, with a nominal speed of 19 knots. Heaviest guns, 10-in. breech-loaders. Thickest armour, 10-in. She has also six torpedo-tubes, two of which are above water, one in bow and one in stern.



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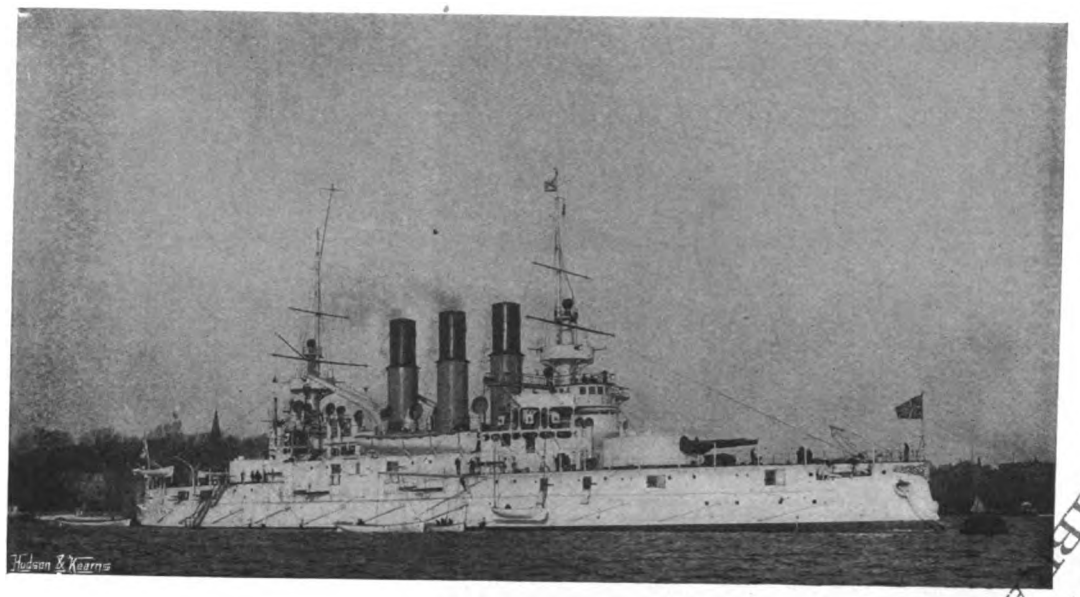
THE "DIANA."

The "Diana" is a first-class protected cruiser, launched at St. Petersburg in November, 1899. She has a displacement of 6,630 tons. I.H.P., 11,600, with a nominal speed of 20 knots. Her thickest armour is 6-in., and her heaviest guns are 6-in. quick-firers. She has four torpedo-tubes, all above water.



Belgk.

THE "RETVISAN."

The battle-ship "Retvisan" has a displacement of 12,700 tons. I.H.P., 16,000, with a nominal speed of 18 knots. Her thickest armour is 10-in., and her heaviest guns are 12-in. breech-loaders. She has six torpedo-tubes, four of which are submerged.

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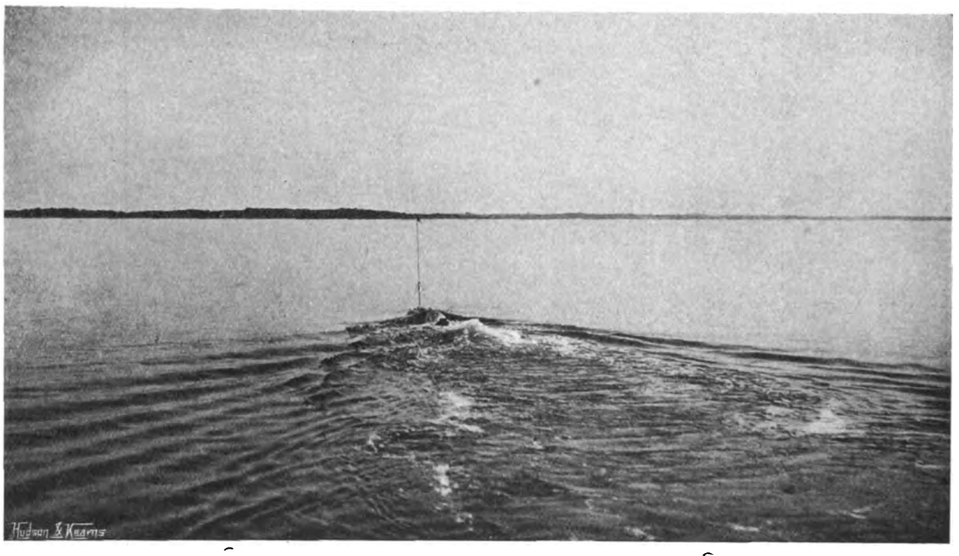
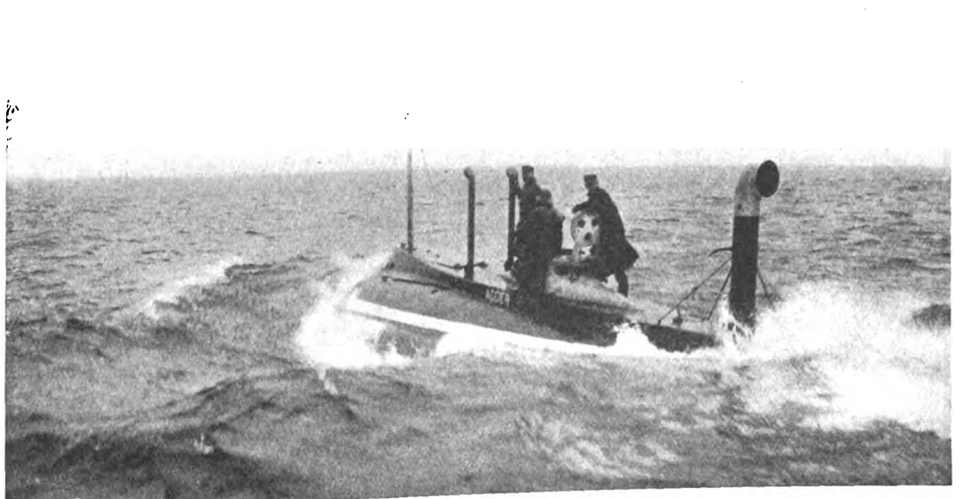
"UNCLE SAM'S" NEW SUBMARINES.



SWIMMING LIKE A DUCK.
The "Moccasin" running on the surface of a calm sea.



GOING AWASH.
The "Adder" at full speed.

Legander & Levick.

THE NEW SCHOOL AND THE OLD.
The original Holland and improved Holland types of submarine craft in dock at Greenport, Long Island.

DURING the past two years great progress has been made with the construction of submarines, and all Naval Powers are now building them. The British Admiralty have five boats, of the type invented by Mr. Holland for the United States Navy, completed or under construction at the shipbuilding yard of Messrs. Vickers, Sons, and Maxim at Barrow. However, it is a far cry from the original Holland submarine boat, launched a few years ago at Elizabethport, and the improved types of submarine craft now being tested by the United States Navy Department at various points throughout the country. "Uncle Sam's" new submarines, "Adder," "Moccasin," and "Grampus," are all of the same improved type, the main point of improvement observable over the original Holland boat being the increase in size, allowing for more and heavier machinery, and also providing more roomy quarters for the crew, who formerly suffered much discomfort on this score when diving. In the first "Holland" everything was so cramped that an accident to any part of the machinery was almost certain to affect the whole motive power of the boat. In the three new vessels there is room enough to allow the engineers to perform their work without difficulty, and the various complicated mechanisms are widely separated. The "Holland," when submerged, had a displacement of 74-tons, whereas the new type displace 122-tons; moreover, the latter can carry more than double the horse-power for surface and submarine propulsion than the old "Holland" carried, and have capacity for firing five torpedoes without reloading, whereas the "Holland" could discharge but three.

The "Adder" and "Moccasin," which are undergoing tests off Greenport, Long Island, have fulfilled the terms of the contract, which required them to run at the rate of speed of eight knots on the surface, in a light condition, and seven knots carrying a full crew and weights equalling a full complement of torpedoes. Awash—that is, with only the fin of the deck showing above the surface—the requirements called for a speed of from seven to seven and a-half knots and, entirely submerged, for a speed of seven knots. The two latter requirements have been exceeded by both boats. The "Grampus," which was built and is being tried at San Francisco, has surpassed the speed requirements even more decisively than have the boats above mentioned. Theoretically, of course, the submarine torpedo-boat is the most hideously destructive engine of war ever created, though the scope of such craft is mainly for action near the coast. However, the United States Navy Department agree with our Admiralty that the practical effect of these boats in Naval warfare can as yet only be a matter of conjecture. Nevertheless, the recent trials of the new type have shown that it is not unreasonable to assume that practical results will measure up with theory.

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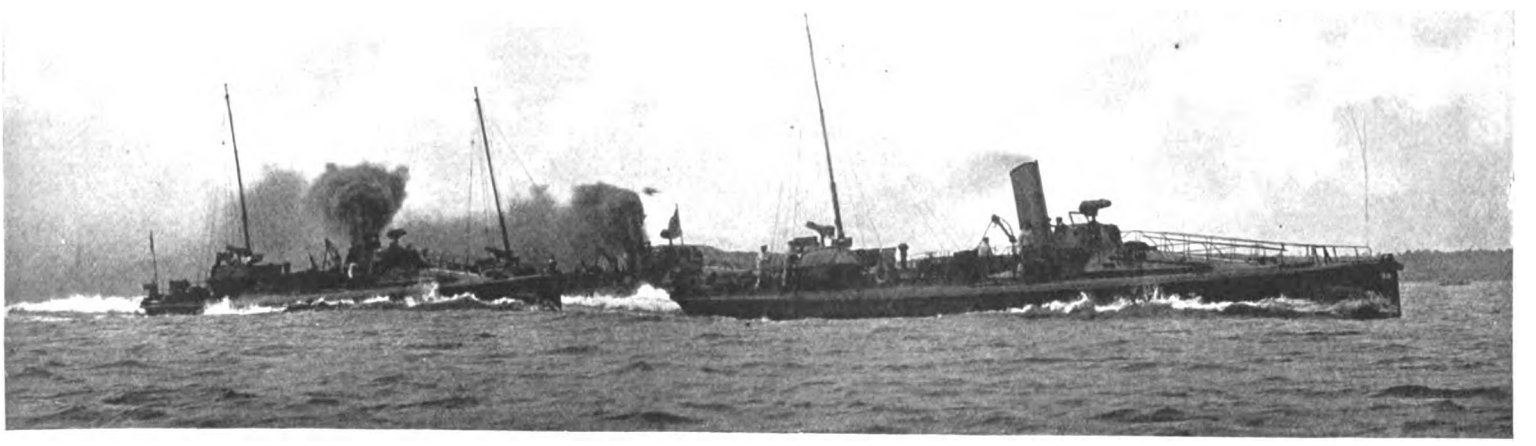

TORPEDO-BOATS AT SEA.

THE SEA-POWER OF THE NATIONS.

A Record of Policy and Progress from Week to Week.

By JOHN LEYLAND.

RECENTLY when I took occasion in these pages to enforce the necessity of fixed and definite national policy in matters of defence, I alluded, as an illustration of the opposite condition, to what I described as "the vagaries of M. Pelletan," French Minister of Marine, in his curious treatment of the ship-building programme. I have been taken to task by certain French officers for not representing his point of view. Indeed, I was well aware that there exists a respectable body of opinion among our neighbours which supports M. Pelletan—not, perhaps, in regard to his particular dealing with contractors, constructors, and inventors, but to the fundamental principles of his policy. He is at heart, I am sure, no believer in battle-ships, and would like to add no more of them to the Navy of France. In the October number of the semi-official *Revue Maritime*, M. Paul Fontin, chief of a department in the Ministry, explains the principles which, as it is easy to see, inspire the policy of M. Pelletan and his friends, and he does so in such an interesting fashion that I shall endeavour, in my brief available space, to reproduce his argument. I have known M. Fontin as a writer for several years, and have always found him expressing a consistent view which commands attention, though it may not carry conviction. It will add interest to his personality if I say that he is part author of that somewhat remarkable "Essai de Stratégie" wherein were propounded those "curves of search" which have been tested in our own and other manœuvres—excellent I believe in theory, but liable to be upset in practice. What is particularly deserving of note is that the school represented by M. Fontin has but one idea—that of war with this country. They are at no pains to conceal their hostility. Napoleon III. might hold out the hand of fellowship towards us: Ministers, full of the disasters of 1870, might find no enemy save in Germany and the Triple Alliance; but these writers cherish no illusions; they see in us the secular enemy, and are the true heirs of the deep-seated hatred of Bonaparte. It may be thought noteworthy that such opinions are expressed at the present time in a semi-official publication by an officer of the French Government.

"It was England, *la grande victorieuse*, she, and she alone," says M. Fontin, "that vanquished France," and he quotes those suggestive words of Admiral Reveillère, in his "Guerres Navales de Demain," "that it was not in the flames of Moscow that the Fortune of Bonaparte disappeared, but in the waters of Trafalgar, and that, though victories succeeded victories on land, all was in vain." "They were the British ships that were the victors at Waterloo; if there had been no Nelson, there would have been no Blücher." Our vast expenditure upon the Navy, the colossal character of our preparations, our world-pervading power, and the magnitude of our preparations are matters expounded briefly, leading to the inevitable conclusion that France can never rival us in the building of fleets. What are half-a-dozen new battle-ships to the huge growth of the British Navy? But, *tout s'enchaine en ce monde;* there is a weak point; the triumphs of Peel and the Corn Laws laid the foundations of our dependence upon foreign supplies. Four-fifths of our corn and one-half of our other necessaries come from abroad. Here is the heel of Achilles to be smitten.

Having thus explained his purpose, M. Fontin goes on to describe what he speaks of as the *chef-d'œuvre* of our policy. The two days of the Nile and Trafalgar sufficed to destroy Napoleon; we reaped the advantage, braced together the European coalition, opened our coffers and reconstituted the armies of Austria, Prussia, and Russia, and finally raised that resistance in the Peninsula against which the French broke themselves in vain. Since that time steam has replaced the wind as the motive power, ordnance has made prodigious progress, the torpedo has come into being, and now electricity has given the submarine the power of striking, invisible and invulnerable, beneath the sea. And yet we act as if nothing had changed at all. We proclaim the battle-ship as the successor of the ship of the line, the cruiser of the frigate, and pretend that command of the sea depends upon the great engagement, the *bataille rangée*, the *guerre d'escadres*, as much as ever it did before. "This," says M. Fontin, "is the masterpiece of British policy—the enforcing upon the conceptions of the world of the belief that strategy is unchangeable, and independent of the engines of war." We have compelled the nations, by the colossal force of our example, to follow in our footsteps, to expend their resources in the building of battle-ships, and have hypnotised them in the binding traditions of Trafalgar! "But France? Shall she ever be dragged at the tail of British ideas? Will she always leave to her great historic adversary the choice and disposition of arms?"

For my part, I am inclined to say that Trafalgar has been somewhat overrated; that the triumph had been achieved in what had gone before; but the argument of M. Fontin is clever, ingenious, and attractive. Let us see how it is worked out. Twice our power, as expressed in the ship of the line and the battle-ship, has been in danger, and now by the submarine boat it is imperilled again. Two men of genius, two revolutionaries—Fulton and Aube—had the courage to attempt the breaking of the bondage we had imposed. The former foresaw the application of steam, the use of the torpedo, and the introduction of the submarine. Much is known about his "Nautilus"; but those who would know more may consult the pages of M. Fontin or Lieutenant Duboc's "Comment nous avons failli vaincre l'Angleterre." For four years did Fulton continue to urge his ideas upon the First Consul and Decrès, Minister of Marine, but never gained a real hearing. Some looked upon him as a visionary, others as an assassin, and his struggle ended, says M. Fontin, "in the complete triumph of those British ideas to which we already owed the defeat of the Nile, and which were about to lead us to Trafalgar." It will be observed that there underlies the argument the assumption that the "Nautilus" was capable of effecting a revolution in Naval warfare. Fulton, disgusted, then came to England, and gained some favour from Pitt, in relation to which Colden, in his memoir of the inventor, says that St. Vincent exclaimed: "Pitt is the greatest fool that ever existed to encourage a system of war useless to those who are masters of the seas, and which, if it succeeded, would deprive them of their supremacy."

"So it was," says M. Fontin, "that we stifled our greatest danger, and for seventy years nothing broke the quietude of the British Admiralty." The rude awakening came with the *régime* of Admiral Aube in 1886, who once more endeavoured

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to "withdraw France from the tyranny and superstition of British ideas." M. Fontin, who was the Admiral's secretary, tells us that his fight was for subdivision of force, as a principle of modern things, as opposed to concentration in the battle-ship; that for work on the coasts, in estuaries, and in narrow waters he required flotillas of gun-boats, torpedo-boats, and submarines; for the transport of troops to England—"supreme object of the struggle in the Channel and the Straits of Dover"—a special flotilla of "submarine transports"; and for commerce destruction, cruisers, with vedette submarines on board.

Admiral Aube failed like Fulton, but at least the "Gymnote" was constructed in his time, and his work was not altogether sterile, since that boat was the parent of the present French flotilla. And now, says M. Fontin, we have recognised that the knell has been sounded, but are retreating in good order over the old ground, disputing it step by step. We are in the last ditch, but if we have lost our illusions, we desire that our rivals shall retain them as long as possible, and shall go on expending their resources upon the construction of useless *mastodontes*. We may build submarines if we like, but they will be valueless to us. We alone are vulnerable, and the problem before us is therefore insoluble.

"Fulton was not wrong when he predicted to Napoleon that the torpedo and the submarine would one day assure the freedom of the seas." Let it be said that M. Fontin's remarkable article, though it breathes hostile policy throughout, concludes with the assurance of peace. It is not my purpose to discuss the premises laid down. They imply the conviction that the submarine has rung the knell of the battle-ship, and the belief that we go on building battle-ships merely to encourage others to embark on vicious plans of construction. It may be interesting to note that there are those among us who have insisted that the purpose of French submarine boats is to impress us with the idea that battle-ships are useless! As for Admirals de la Jaille, Barréra, Gervais, Humann, Fournier, Ménard, Dieulouard, Pottier, and Caillard, who formulated the ship-building programme which it is, of course, the purpose of M. Fontin to undermine, they are, or were, bound fast in the fetters of our obsolete and dangerous tradition. M. Fontin does not assert this in so many words, but the conclusion of his argument is that those who advocate the building of battle-ships for France fail to realise the strategical advantages of her position in relation to the geographical situation, the food supplies, and the trade of the British Islands.

TWO NOTABLE MEMORIALS.

TO commemorate the deeds of a great man in some permanent form is a matter which has engaged the attention of his fellows from time immemorial, and as a nation the British are in no way behind their predecessors. We revere our great men's memories, and when they are no more we open wide our purse-strings, that our children and our children's children may know of the glorious deeds done by this or that admiral, general, or statesman.

From Rawal-Pindi to Alexandria, from 1801 to 1900, is a far cry, but both the men whose names are graven on the monuments we illustrate on this page were men who served their country to the best of their ability, and both died at the post of duty. Sir William Lockhart, G.C.B., who died in Calcutta on March 18, 1900, was at that time Commander-in-Chief in India. It is fitting, therefore, that a successor of his should unveil this memorial, a pleasant task Viscount Kitchener has undertaken to perform. The monument consists of a granite obelisk, 35-ft. high, the pedestal having on one side a bronze medallion portrait and an English inscription, the other side having bronze inscription tablets in the Persian, Pushtu, and Gurmakhi languages respectively. The monument will be erected in a garden in a conspicuous position near Rawal-Pindi, Punjab, and a drinking fountain is to be part of the memorial. The site was being laid out under the direction of Major-General Egerton, C.B., who has now, however, been called away on sterner duties. The obelisk, garden, and drinking fountain, which compose the whole memorial, have been fully subscribed for by the Army in India and by the many friends and relations of the late officer. For two weeks the pedestal was on view at the works of the contractors, Messrs. Alex. Macdonald and Co., who have carried out the work with great thoroughness, and among the first visitors were Field-Marshal H.R.H. the Duke of Cambridge and Lord and Lady Roberts.

THE LOCKHART MEMORIAL.
Which is about to be sent to India.

The other monument is raised to the memory of Sir Ralph Abercromby, on the site of the battle of Alexandria, and near the spot where that great General received his mortal wound. This monument was erected as a centenary memorial of the battle, and bears an inscription on each of the three sides of the obelisk; one is a dedication to Sir Ralph Abercromby and those who fell with him in the battle, another states that the monument is erected near the spot where he received the mortal wound, while on the third is the following extract from Sir Hely Hutchinson's despatch of April 5, 1801: "As his life was honourable, so was his death glorious; his memory will be recorded in the annals of his country, will be sacred to every British soldier, and embalmed in the recollection of a grateful posterity." Truly high praise, but every word deserved. It was on the morning of March 21 that the French General Menon attempted to surprise the British camp outside the lines of Alexandria, and in the action which ensued Sir Ralph was struck by a musket ball in the thigh, but it was not until victory was assured that he showed any sign of the great suffering he must have endured. He was borne from the field in a hammock, amid the blessings and cheers of his soldiers, and died seven days later.

The memorial is of white marble and, as shown in the illustration, takes a well-known but very artistic form, and of this, as of the other, it is pleasant to be able to say that the subscription list was more than large enough to defray the cost. Nevertheless, any further donations may be sent, for the Lockhart Memorial to Messrs. H. S. King and Co., 45, Pall Mall, S.W., and for the Abercromby Monument to the London branch of the Bank of Egypt.

THE ABERCROMBY MEMORIAL.
Erected near the spot where Sir Ralph Abercromby fell mortally wounded.

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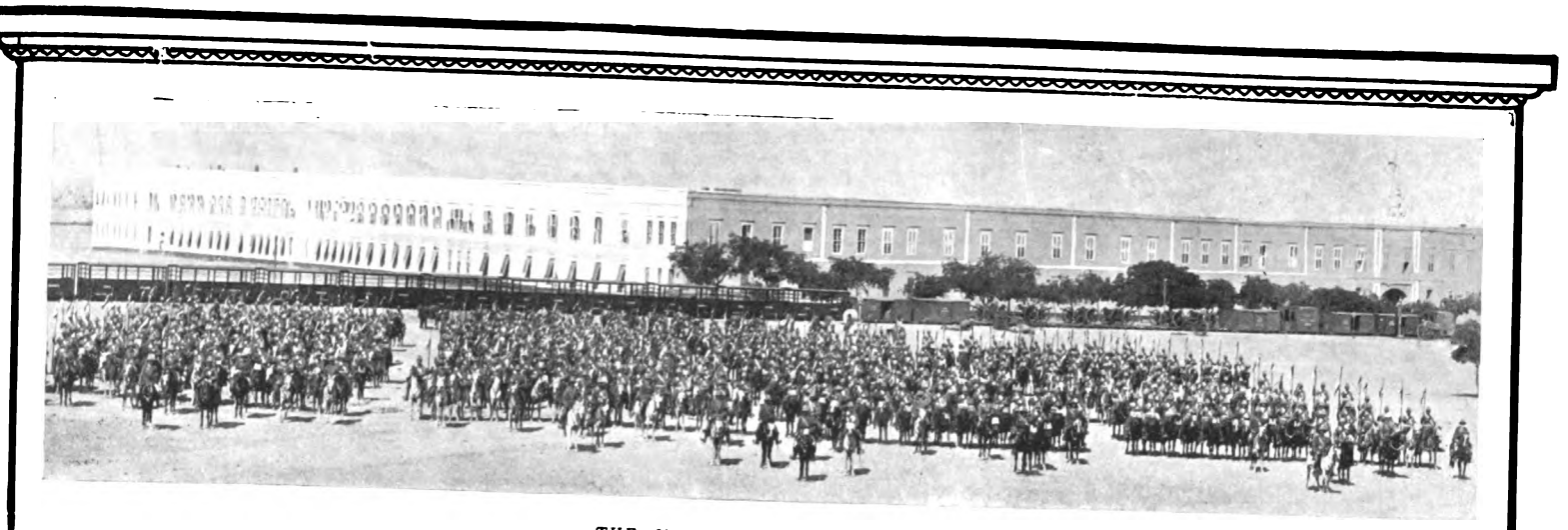

THE 21st LANCERS ON PARADE.

ROUND THE MILITARY CLUBS.

What Soldiers are Thinking, Saying, and Doing.

By RANGE-FINDER.

THE conclusion of the war in South Africa has produced a crop of books dealing with the campaign, which would seem to threaten a swamping of the market beyond the endurance and patience of the reading public. But although the business prospect, as far as publisher and author are concerned, may not be as good as it was when the fever bred of the struggle was strongly diffused, yet, on the whole, it is indisputable that the books which are now appearing, and which are promised in the near future, are of a higher standard and greater interest than those of more ethereal nature which were rushed out to feed the insatiable demand of a semi-distracted public. It is also of considerable interest to military students—to say nothing of the reader of average intelligence—to have in their hands treatises upon this extraordinary war from the pens of men who, for so many long and weary months, were our stubborn enemies. It is probable that many of these books will contain exaggerated appreciations of circumstances, but there is certain to be a framework of fact and itinerary which will be of the utmost value to those who are able to read between the lines and sift the chaff from the wheat. For it must be remembered that the majority of volumes which have already appeared, portraying the scenes and incidents from the British standpoint, have not been untainted by the exaggerations and misrepresentations resulting from a limited and one-sided perspective. The misfortune, however, which will be inseparable from the work by Christian De Wet, and which has militated against the success of ex-President Kruger's memoirs, is the fact that, to all intents and purposes, both men are illiterate. Consequently, the works depreciate in value through the want of impartiality and the imagination of the agent employed in the manufacture of the marketable product. I understand that the ex-President's book is not his own at all. In fact, in the original it did not even appear in Dutch. It was written in German by a pronounced pro-Boer, and its original form was a narrative in the third person. But De Wet's book will be infinitely preferable to this, and throws some really valuable sidelights on points in the campaign which hitherto we have not been able to explain. It also strengthens the view to which I have already made reference in this column, that De Wet, times without number, received credit for affairs when he was often several hundred miles away.

Of the other books which have appeared, taken from the British standpoint, the work of Mr. C. S. Goldmann, sometime Special Correspondent for the *Standard* at the seat of war, is worthy of mention. It is, of course, not my province to review books in this column, but it is interesting to men of my calling, especially those abroad, to know what books are talked about in the clubs. Mr. Goldmann's "With General French and the Cavalry in South Africa" (Macmillan) is a work which repays the reader for the time spent in studying it. It is evident that the author had access to considerable information, and he has improved this by a systematic study of all the great contemporary authorities on cavalry, British and German. Although many may not approve of his final judgments—among which number I must be reckoned—yet Mr. Goldmann's reasoning is always praiseworthy and efficient, and I commend the book to all who are interested in the mounted branches of the Service. Not the least attractive feature in the book will be found in its illustrations, which comprise some of the most artistic and realistic photographs that I have yet seen. Another book which appeared last week is "On the Heels of De Wet." I once or twice referred to this work when it appeared as a serial in *Blackwood*, and I see that it has attracted the attention which I anticipated. The authorship is a mystery which is somewhat disturbing soldiers, but I heard it confidently stated yesterday that it is from the pen of an officer who is at present at the Staff College. Of Miss Emily Hobhouse's book, it is not necessary to say more than that it substantiates all the views which have been formed of this lady's work in South Africa.

I am not an alarmist about the Indian Frontier, however pessimistic I may be about our future as a Military Power; but I must allow that I am considerably shocked to think that it was necessary to sacrifice two such brilliant officers as Colonel Tonnochy and Captain White over six truculent Pathans in a tower. Both officers were personal acquaintances, and I served in three campaigns with Colonel Tonnochy; consequently I can more readily appreciate what his loss means to the Frontier. How pathetically this incident illustrates Rudyard Kipling's doggerel on the subject of Frontier warfare!

But it is high time that something was done to furnish these punitive columns with a gun that is able to demolish the frontier tower. It was well known six years ago that the 7-pounder screw-gun would not do this, and I am told that the reason why the new breech-loading 9-pounder mountain-gun was not taken was because it is not furnished with common shell. If parsimony or negligence is responsible for the loss of lives, which are not easily replaced, it is high time that somebody was put in the public pillory. Personally I do not see why these columns could not have taken a field-gun apiece. We took field-guns into the Swat Valley in 1897, why not into the Darwesh Khel country?

I was surprised at the number of soldiers and seamen who were present at the great "Encyclopædia Britannica" Dinner at the Cecil on Friday, November 21. Roughly speaking, 10 per cent. of this great literary assembly came from the Services, and I take it that none of the men who partook of the hospitality of Sir Donald Mackenzie Wallace was a mere literary hack. Rather those present represented the best literary talent, and it is gratifying to find that so large a percentage of soldiers and seamen were of this community. It rather dwarfs the opinion that seemed at one time to have been generally formed, that soldiers were but a poorly educated class, and that the cult of soldiering was purely a matter of habit salted with the commonest attribute of brute force—namely, bravery.

The figures quoted by the Inspector-General of Recruiting and Auxiliary Forces last week should serve up very unpleasant reading for the Government. It will be seen that they endorse all that I have said during the last few months. It needs only to look at the current Army List, and reckon

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up the strength of the so-called Army Corps, to realise that we are "on the brink" of a very serious military crisis. Thank Providence it is a peaceful crisis. I met at dinner a General recently appointed to the command of one of the phantom divisions of Mr. Brodrick's imaginary Army Corps; he said, in all seriousness, "As they cannot give me a single regiment for my division, they have given me six months' leave to hunt!" *Q.E.D.*

THE INNISKILLING DRAGOONS.

WE have only recently given prominence to the return from South Africa of one of the three regiments which formed the famous Union Brigade of Cavalry at Waterloo. To-day we are able to give honourable mention to another from that same immortal unit. The 6th (Inniskilling) Dragoons as a regiment carry as high a traditional prestige as any cavalry regiment in the Service, and, what is more, have maintained that prestige in South Africa in a manner which shows that the Duke of Connaught, their Colonel-in-Chief, was not using a mere figure of speech when he said in his address of welcome that "I have heard from the highest authorities of the way in which the Inniskilling Dragoons performed their work, and I am proud to be here to-day in the uniform of such a distinguished regiment, and to know that it has been placed in the 3rd Army Corps under my command."

The Inniskillings commenced their long and honourable career in South Africa in the early winter of 1899, when they formed part of the force which Sir John French employed in his strategic operations before Schoeman at Colesberg. They were first brigaded with the 10th Hussars under Colonel Fisher. When the time was ripe for the advance to the relief of Kimberley they were brigaded with the Greys, their old friends of historic memory, the Carabiniers, and detachments of the 14th Hussars and New South Wales Lancers, under Colonel Porter. As part of Colonel Porter's brigade they helped to relieve Kimberley and reduce Cronje, and made the great advance to Pretoria, being severely engaged at Thaba N'chu, Riet Spruit, and Klip Rivers Berg. At Riet Spruit the Inniskillings lost heavily. Subsequently they took part in repelling the fierce attempt of Delarey to surround French at Crokodil Poort (Diamond Hill), and afterwards advanced in the great trek to the Portuguese frontier and French's march to Barberton. As part of Allenby's column they did magnificent service in the South-East and Western Transvaal in 1901, and ultimately they were transferred to their own inimitable colonel—Mike Rimington—to take a prominent part in the drives which brought about the general surrender of the Boers. And it is possible that it is to Mike Rimington they owe much of the name which they have brought back to Ireland with them. It will be remembered that this officer, then a major, was sent out to South Africa before the outbreak of the war as a Special Service Officer. He conceived the idea and organised the regiment of scouts known as Rimington's Guides (Rimington's Tigers, from a piece of catskin in their hats), which, both as his regiment and subsequently as Damant's Horse, did yeoman service right through the war. Also, it was Colonel Rimington who designed the drive system during the final months of the war.

But it was not all the colonel. He commanded a really fine regiment, and during the later phases of the war it was difficult, either in camp or on the kopje, to distinguish the Inniskillings from a Boer commando. An incident comes readily to the memory of the writer. During Plumer's pursuit of De Wet in the spring of 1901, when the wily guerilla was retreating after his failure in the Colony, a part of Plumer's rear guard, consisting of Bushmen and Prince of Wales's Light Horse, was ambushed in Petrusburg. It chanced that amongst the party were two troopers of the Inniskillings. Everybody else surrendered, but these two men held to the top of a kopje and remained there against all comers until another British column, which was following Plumer, marched in. They then reported with their arms and bandoliers intact. And such is the spirit which pervades this superb Irish corps. It is strange to see the Inniskillings now in "tin hats" and white gloves, to those of us who remember them in rags and shirt-sleeves in South Africa. Ever ready to fight, ever prepared for the most desperate enterprise, well may their Colonel-in-Chief say: "In the great trials you have undergone in the hard fighting by day and by night in which you took part, and in the long weary trekking which fell to your lot, you have always borne yourselves and carried out your duties with the utmost credit, thus maintaining the proud name and honourable traditions of the corps to which you belong!"

Charlton.

THE IRISH COMMANDO.

The inimitable Inniskilling Dragoons.

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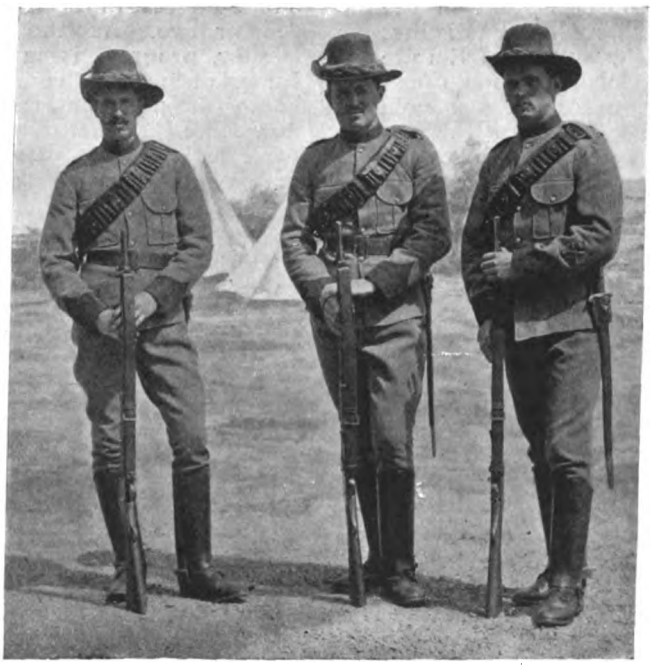
BRITAIN BEYOND THE SEAS.

By IMPERIALIST.



VICTORIAN MOUNTED RIFLES.

A Weekly Study of Colonial Naval and Military Interests.

ONLY last week a considerable portion of these notes was devoted to an expression of regret that, even in the British Army itself, there is a good deal of ignorance concerning battles in which distinguished regiments have directly assisted in building up our Colonial Empire. By a rather strange and pleasant coincidence that instalment of notes had hardly been sent to the press, when the writer received from Messrs. Gale and Polden, the well-known military publishers, a copy of a work which seems to have been largely designed to remove the reproach alluded to. The writer was utterly unaware that such a work was in preparation, and was genuinely surprised to find a demand, which he had quite casually indicated, so promptly supplied.

The book in question is called "Soldiers of the King: Their Battles, Sieges, and Campaigns," and the author is Colonel G. J. Harcourt, late of the 102nd Foot, which is now the 1st Royal Dublin Fusiliers. Colonel Harcourt gives a concise account of every battle on the colours of the British and Indian Armies, adding to each action a list of the regiments engaged, severally distinguished by their old numbers and present territorial titles. There are important addenda of general military interest, but from the above it will be evident that this deeply interesting little book goes a long way towards fulfilling the requirement to which attention was drawn in these notes. It does not go all the way, because the accounts of the different engagements are necessarily very brief indeed. Thus "New Zealand" has to be dismissed in half a page, but the main facts are given, and there is a complete list of the corps which carry this battle-honour on their colours. This, at any rate, serves as a pointer to extended study, and for purposes of reference is all that could be desired.

It would be impossible to discuss satisfactorily in these notes Lord Charles Beresford's recent utterance on the subject of Imperial Defence; but it is useful to borrow from such a level-headed and plain-spoken publicist a few strong expressions of opinion, such as: "There is no doubt we have arrived at a time when our Imperial responsibility is in excess of our armed strength"; and "the budget for the two Services may be regarded as a rate of insurance for the effectual and certain delivery of the raw material and the food of the people in these islands." Here be what many of us call truisms; but the trouble is that too many of us are content to leave them at that, forgetting the fact that it is necessary to keep on enunciating these truisms if we want to get them universally accepted. Men like Lord Charles Beresford, who are both trusted and "understanded of the people," perform a great public service when they come repeatedly forward and make good use of their forceful personalities and wide popularity, not to propound novel and elaborate propositions, but to emphasise old, and even, to higher intelligences, trite truths. When Lord Charles goes further, and says that while we spend £60,000,000, or one-seventh of the capital of the country, on Imperial insurance, there is nobody in either of the Services to see that this huge sum is properly expended, he goes into depths into which we cannot follow him in these notes. But we can admire his frankness, and to some extent profit by it, by using what he says to support an old contention of our own.

That contention is that it is high time there were some really trusted and responsible official to whom the question of, at any rate, the military defence systems of the Colonies should form a matter of exclusive and peculiar interest. It is all very well to say that there are already half-a-dozen officials who attend to this subject quite as well as it can be attended to in the present condition of our relations with the great self-governing Colonies. But is this satisfactory? Would it not be infinitely more to the point to have a single head with a small staff, in whose department every atom of information concerning the available forces in the Colonies would be collected, and who would act as a medium of correspondence in most cases between the Home and Colonial Governments on subjects connected with mere defence precautions? Of course, we all know that Mr. Brodrick has strong views on, and an abiding interest in, Imperial Defence questions; but how can he possibly give them the unremitting attention they require in the brief intervals of his other pre-occupations—the Reservist, recruiting, and other teasing problems? Mr. Chamberlain, again, who is so greatly trusted in the Colonies, will have to subordinate defence questions to other considerations for some time to come. Among the permanent officials in the War and Colonial Offices, the writer cannot recall one who is a genuine expert on the subject, and the Army Headquarters Staff has quite enough to do to mind its own home business without travelling outside it.

Think what an advantage it would be to have at this moment a man like Sir George Clarke, for instance, at the head of an Imperial Defence Department, a man whose name and record would command respect both at home and in the Colonies, and who might be entirely depended on to take a truly Imperial view of his great responsibilities. Such an Inspector-General, Director-General—call him what you will—would in a few months have established a connection with every Colony which would enable him to gauge with absolute accuracy the extent of local resources and, what is almost as important in this connection, the weight of local opinion. To the Government at home he would be invaluable for purposes of mere reference, but with proper care he might serve much more important purposes. Had such an official been in existence two years ago, some of the surprises and misunderstandings of the Colonial Conference might have been avoided, and the Secretary of State for War been spared the humiliation of putting forward proposals only to have them somewhat contemptuously rejected.

Sir George Clarke's name, of course, has only been used for purposes of illustration. His great services have been pre-empted, and he is doing his best for Imperial Defence in another direction. But there are others who might be named, and whose names would carry more confidence than that shadowy Council of Defence in the Cabinet which Lord Charles Beresford calls "an egregious blind," and who might be relied on to produce, departmentally, clearer and more practical results as regards the Colonial forces than the joint Naval and Military Committee on Defence that meets at the War Office under the presidency of the Parliamentary Under-Secretary of State for War.

In the *Broad Arrow*, a writer signing himself "Scrutator" has been discussing, like Lord Charles Beresford, very freely the subject of Imperial Defence, of which he takes a decidedly critical view. In an article in the issue for November 15 he seeks to show that the greater part of the so-called Imperial spirit with which the people in this country have credited the Colonies is of a fictitious character. In a letter in the succeeding issue he endeavours to drive this proposition home by reference to a recent utterance of Sir Wilfrid Laurier, and to the attitude of the French-Canadians generally. The writer may say at once that he is by no means inclined to disagree at all sharply with "Scrutator," who makes his points very fairly, and with a clear regard to the gravity of the subject. But there is surely something to be said for the theory that it is a mistake to argue too strongly from a condition of affairs which is by no means a settled one, and the anomalies and prickles connected with which are such as are commonly met with in states of transition.

There is no doubt that we are undergoing a sort of reaction from the flood of overwhelming Imperialism which was created by the war in South Africa. The more cautious among our statesmen have sought to take advantage of that

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burst of sentiment by attempting to organise the forces of the Empire on a sound and permanent basis, and in the process certain rebuffs have been encountered, and a distinct falling-off in Colonial enthusiasm on the subject of Empire with a capital E has been experienced. This is disappointing; but it is, we think, altogether wrong to regard any such reaction as conclusive proof of the hollowness of the Imperialistic sentiments of the Colonies. We are constantly undergoing similar reactions in regard to our home business, more especially in connection with Home Army administration. The nation clamours one day for Army Reform, and Press and Parliament rattle with sharply expressed convictions that something tremendous must be done in a week or ten days at the latest. In about six months a little *is* done, and public interest in the Army collapses, and remains inert for a year or two. But the point is that, although the progress is slow, progress is made, and so it is and will be with Imperialism. We have not done all we hoped to do in the matter of consolidating the forces of the Empire, and just now there is a reaction which makes it improbable that much more will be done before another crisis comes to bring the matter home to all our minds. But something has been achieved, and even the promulgation of so much sound doctrine cannot but have a good effect. Surely progress even on these lines is better than discouragement and undue stress on the "fictitious" character of Colonial Imperialism.

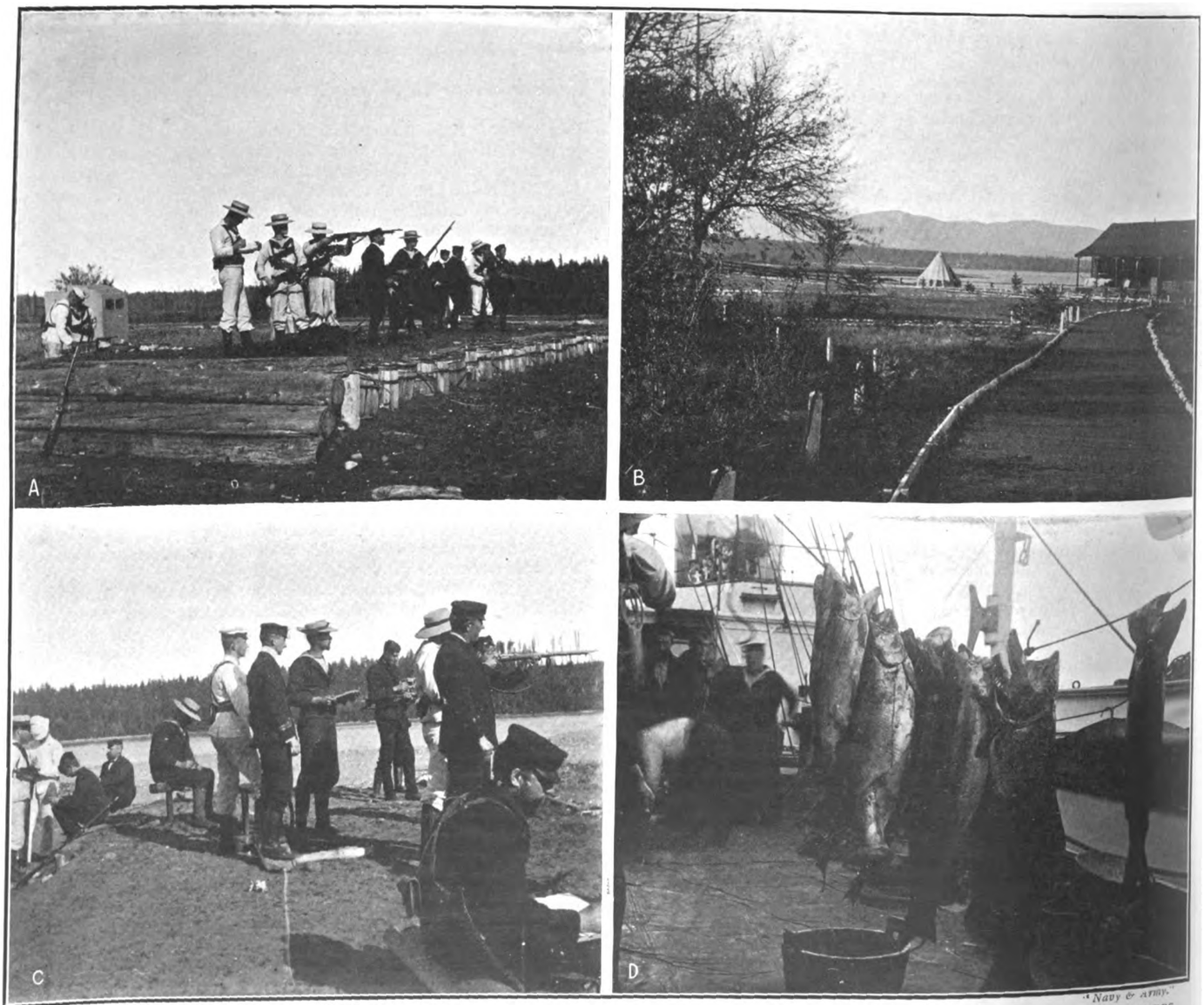
RIFLE RANGES ON THE PACIFIC STATION.

THE Pacific station is provided with two rifle ranges, one at Callao, and the other at Comox, which is 140 miles from Esquimalt, the headquarters of the station. No joy attaches to carrying out the rifle practice at Callao, but a visit to Comox for this purpose is eagerly looked forward to. The range at Comox was entirely made by the Blue-jackets of the squadron, which fact is handed down to posterity by the inscription on a stone at the foot of the flagstaff: "This is the range that Jack built."

AT THE RANGE.
On the 200-yds. firing point, showing the butts.

Comox is probably a more desirable place for the officers than the men, although, judging by the number of liberty men, the latter can find attractions; but for the officers it is probably the most popular place on the station, at any rate for those imbued with sporting instincts. The Courtenay River provides excellent fishing, and is only four miles from Comox, reached by a road delightful for bicycling; the salmon trolling in the bay is unequalled, except perhaps by the trolling off the Campbell River, which is situated thirty-five miles to the northward of Comox.

The illustration shows the result of two hours' fishing with two rods in Comox Bay—twelve salmon, the largest weighing 23-lb., ranging down to 7-lb. The salmon are more desirable to catch than to eat; they are most sporting fish, but have little flavour, and can in no way be compared with the salmon in the old country. There is also shooting to be had, but great wiliness is required, especially to get near the duck.



Photos. Copyright. "Navy & Army."

A.—CARRYING OUT ANNUAL RIFLE PRIZE FIRING. B.—THE RANGE HOUSE AND GARDEN. C.—DURING THE PRIZE FIRING—SCORERS HARD AT WORK. D.—THE RESULTS OF TWO HOURS' SALMON TROLLING AT COMOX.

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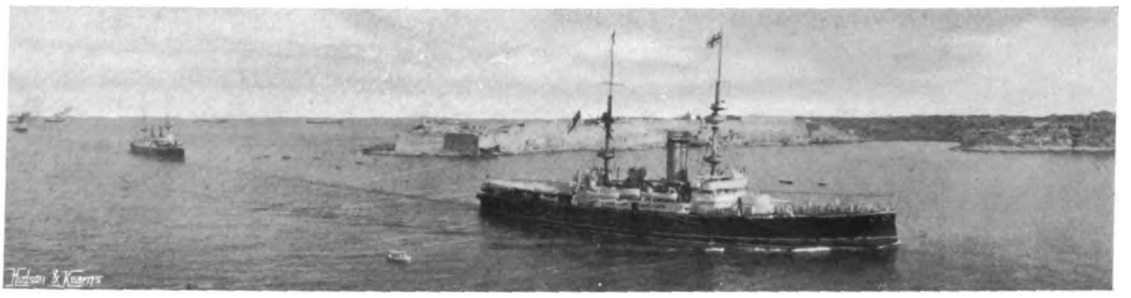
A PORTUGUESE SCOUT.



ENTERING THE GRAND HARBOUR, MALTA

THE NAVIES AND ARMIES OF THE WORLD.

A Weekly Causerie by David Hannay.

THE presence of the French fleet had been signalled by the "Maidstone" at about eight on the morning of November 20, and by the "Magnanime" between 9.30 and 10 o'clock. It was half-past two before the first shot was fired. Counting from Howe's signal there were, therefore, five hours or thereabouts between the sighting of the enemy and the beginning of the battle. When it opened, Conflans, who was leading his fleet, had turned inside Les Grands Cardinaux, and was heading up north for Quiberon Bay. In the long letter which he sent to the Minister of Marine he confesses that before this he had begun to be anxious lest the rear of his line should be attacked by Hawke's fleet before it could get inside the rocks, and says that he ordered it by signal to make more sail and come up to him. The despatch of the Vice-Admiral and Marshal of France deserves a conspicuous place in what would be a curious and instructive volume—namely, a collection of the embarrassed explanations of unsuccessful commanders. With an adequate apparatus of notes it would be an amusing and eminently instructive work. Conflans' excuses are deplorable. He first states at great length the excellent reasons he had for believing that the British admiral would not follow him. Then he appears to have reflected, as well he might, that this looked absurd in view of what actually happened. So he proceeds to show how he foresaw everything, and that if his fine plans did not succeed, it was because somebody else did not behave as he should have done.

* * * *

Of course all this about the rear making more sail is absurd. Conflans tells the Minister of Marine that his flag-ship carried as much sail as she could without leaving the others behind. She was, one presumes, the best sailer in the fleet, and her colleagues were going as fast as they could. The main fact is that all the Frenchmen followed the example of their leader, and made for Quiberon at their best speed. The slowest lagged behind and were overtaken by the quickest of ours, which was precisely what Conflans might have foreseen. Even his vanity—which was considerable—cannot have left him blind to the manifest fact that his position at this moment had an awkward air. Marbot tells a most amusing story of Napoleon and Bernadotte which has a certain application to Conflans' case. It was in the Wagram Campaign, and the future King of Sweden had been snarling a good deal at the Emperor's management, and saying how he would have paralysed the Austrians by taking a commanding position. Now it happened that in one of the actions Bernadotte's division gave way in panic, and he galloped ahead of them to bring them to order again. The whole mass came scampering down close to where the Emperor was—Bernadotte leading. Napoleon rode up to him, and said, with a sour smile, "Is that what you call putting yourself in a commanding position?" The Marshal was right, for you cannot rally men by staying behind them; but it looks bad when a general is seen spurring at the head of a runaway mob. Conflans had not Bernadotte's excuse. He said he had to show his fleet the way to Quiberon, but he could have given them the order, and if an example was to be set, his place was with the rear division.

* * * *

The British fleet presented a very different scene. While Hawke expected an action to the south of Belleisle, he ordered his ships to come up and form line abreast. At what time he realised that Conflans did not mean to give battle, is not clear from his despatch. It was some time after the signal from the "Magnanime," which he says was seen at a quarter to ten. "Observing," he says, "on my discovering them that they made off, I threw out the signal for the seven ships nearest them to chase, and by drawing into a line of battle ahead of me, endeavour to stop them till the rest of the squadron should come up." It is sometimes said that Hawke neglected the formalities of Naval tactics in his time. As a matter of fact, however, we see that he first ordered the line abreast, and then instructed the seven ships nearest the enemy, who practically constituted a detached squadron such as Admiral Pasley commanded under Howe in June, 1794, to form line ahead. There is no necessity to magnify the glory of Hawke by attributing more originality to him than he showed. As far as the order of attack he employed now, or in the former war, is concerned, he did not depart from established methods. In the action with Desherbiers, he behaved precisely as Anson had done in the previous engagements with La Jonquière and St. George. In this battle of Quiberon the greatness does not lie in the tactics at all. Nobody on either side supposed that when the enemy was in flight, and you had a marked superiority of numbers, it was necessary to observe all the cautious directions of the Fighting Instructions. Conflans himself says that he kept no formation in the pursuit of Duff, because the enemy was so inferior in number. Hawke, who had been joined by Duff's four 50-gun ships at eleven o'clock, had twenty-seven of the line to the Frenchman's twenty. It was not the superiority of fourteen to eight which he had over Desherbiers, but it was marked enough to justify him in adopting some latitude of order in his attack, especially when the enemy was manifestly in flight.

* * * *

Wherein, then, lay the greatness and originality of Hawke? Precisely in this—that he attacked on that dangerous coast, in the most perilous circumstances, on a November afternoon and in a gale. We all know the stock story of his answer to the sailing master who thought that the flag-ship was being put into excessive hazard. It is unnecessary to repeat it in either of its forms here at length. In substance the tale amounts to this—that Hawke either said he would take the risk, or that he said he might go ashore, but the enemy would strand before he did. Perhaps the story has only what Carlyle called a mythical truth; in other words, was invented to put the spirit of Hawke's leadership in a telling form. Whatever he said, he did what the anecdote records—hazarded the loss of a great part, if not the whole, of his fleet in order to secure the destruction of the French. He, in fact, subordinated the seaman in him to the "military sea officer." And, as far as I know, he was the first of our admirals of whom this can be said. The seaman's duty is to keep his ship safe, and, therefore, to run the minimum of risk compatible with doing his duty. Where the peril was very great, the pure seaman would hesitate to go for a military purpose, since to him there was something contrary to all sense in deliberately losing his ship, even if the ultimate purpose were achieved. The "military sea officer," who might be, and in Hawke's case was, as good a seaman as the best, would put the destruction of the enemy

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first, and consider that his ship or his squadron was well spent if the enemy could be annihilated. Whoever has made a study of our Naval history from the end of the seventeenth century to the middle of the eighteenth, knows how great was the originality of an admiral who reasoned so entirely like "a military sea officer."

* * * *

And the battle? Well, it began at half-past two on a November afternoon, when darkness drew on soon after four, and it was pitch dark by five. It took place in a gale, with recurrent, violent squalls, so that accurate gunnery was impossible. The scene was a piece of land-locked water between rocks and shore, with reefs here and there. The predominant consideration with every captain must have been how to avoid needless grounding, and collisions were frequent. Panic overpowered the French, who were awkward from long blockade, and they ran ashore or took refuge over the bar of the Vilaine. It was not the number of prizes we took, for that was trifling, which made Quiberon important, but the magnificent demonstration of superior seamanlike and military efficiency which we made. France could have made good the material loss with ease, but the heart of her Navy was broken for the time, and the confidence of the nation in it lost.

(A previous article on the battle of Quiberon appeared on November 29.)

THE PLAYGROUND OF EUROPE.

THOSE who know their Switzerland will need no introduction to the accompanying illustration. For many reasons the St. Gothard is famous, and those who do not visit it, miss one of Nature's finest sights. Yet it is not alone for its rugged grandeur that this Pass is of interest to the traveller. Here it was that the Russians, under Suvaroff, sustained such a crushing defeat in 1799 at the hands of the French, a passage of arms which is commemorated to this day by a huge cross carved into the rock. Some idea of the size of this carving may be gathered from the fact that men who were at work on the wording around it were only one-fifth the size of each letter. And here it is that Switzerland has her best defences. All the way from Göschenen to Andermatt, a military centre of no little importance, the Pass is honeycombed with forts, cunningly devised and yet more cunningly concealed, and so placed that nothing but a narrow goat-track leads to them. All of these are provided with artillery, the smaller ones with 6-pounder guns, and those in more prominent positions with guns of larger calibre, so that to pass along were almost an impossibility for any army. Yet, should such a thing happen, lo! just where the road is narrowest, bounded on the one side by a perpendicular wall of smooth granite, and on the other by the seething, turbulent waters of the Reuss, below the Teufelsbrücke, are heavy iron gates, which can be swung across, and could defy any battering-ram, even if the attackers could bring one near enough, which is doubtful, since the approach is closely guarded by half-a-dozen of the small forts above-mentioned.

Photo. Copyright. *"Navy & Army."*

THE ST. GOTHARD PASS.

The 8th Regiment of Infantry on the March.

It will thus be seen that the Pass is well guarded, but there are many other little protections which readers will be able to notice in the illustration—the widening character of the road, the guard-house situated on one of the bends, and the tunnel in the background; but above all rank the familiarity of the soldiers themselves with every trick and turn of the mountain-sides, and the perfectly drilled condition the regiments stationed in this neighbourhood are always kept in. Indeed, the Swiss soldier is marvellously hardy, and takes well to the short period of training he has to undergo each year.

The regiment which our correspondent has been fortunate enough to snap-shot, apparently from one of the stretches of road above, is the 8th, out for a day's work. It is said by those who live in the neighbourhood that the sound of firing never ceases, night or day, among those mountains, especially in the summer-time. The present writer well remembers that when he was crossing the Pass, from Göschenen to Andermatt, there was an incessant fusillade, which, owing to the echoes around, seemed even more furious than it was. He also remembers that, in trying to take a short cut from one bend of the road to another, when he got halfway he was met by a sentry, who sharply ordered him back to the main road, which only goes to show how very carefully the secrets of this part of the defences are kept.

Those who go next summer to Switzerland should make a point of visiting the Pass. Even for those not interested in the military side of the question the journey cannot fail to be productive of interesting subjects, both for photography and conversation. The country all around is overawing in its majestic grandeur. The Devil's Bridge alone, with its mass of foaming, leaping waters, is worth a visit. The river Reuss, which rises far away in the Furka Pass, descends the Gothard with extraordinary rapidity; the bed is blocked with huge masses of granite and sandstone, and it is, moreover, extremely narrow. It can therefore be easily imagined with what violence this river, no mean paltry mountain torrent, but a real river, plunges down, literally throwing itself from rock to rock. For full two miles the watercourse is one long succession of falls, of which the most stupendous is at the Devil's Bridge. So heavy is the fall of water that a light spray, wafted from side to side by the wind, builds rainbows on all sides, and, borne occasionally on a stronger breeze, drifts in large clouds to bathe the faces of the sightseers. The noise is deafening, and any attempt to speak is useless, for no voice of man can be heard above the roaring of the waters.

The highest point on the Pass, which was commenced in 1820, and completed twelve years later, lies 6,800-ft. above the sea level. Two years after it was opened to traffic it was almost swept away in a furious storm, and again in 1839 considerable damage was done under similar circumstances. Since that time, however, with the exception of occasional avalanches, the road has been kept in a good state of repair, and for five months of the year it is free of snow. By means of this pass the high road from Fluelen on Lake Lucerne is carried without interruption in a south-easterly direction to Lago Maggiore in North Italy. It is indeed one of the principal passes from North to South Europe, and before the advent of the St. Gothard Tunnel was a busy highway. Now, however, it is less used, except by tourists who are going to the Rhône Glacier by way of Andermatt, a most delightful and easy tour.

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WAR TROPHIES AT CHELSEA.

III

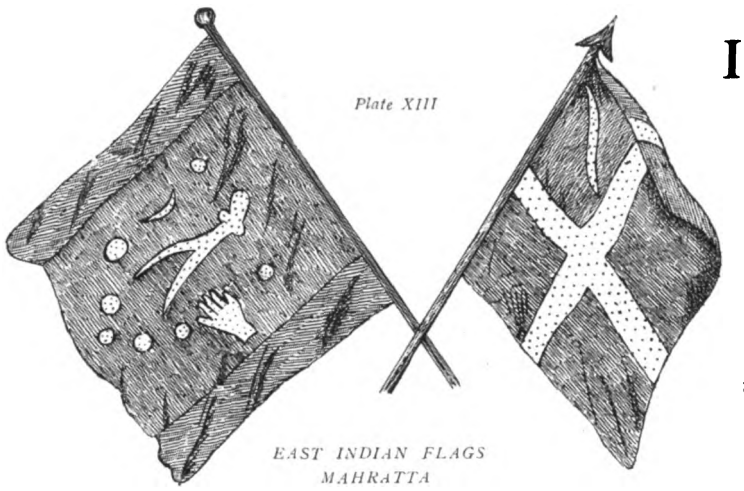

Plate XIII

EAST INDIAN FLAGS
MAHRATTA

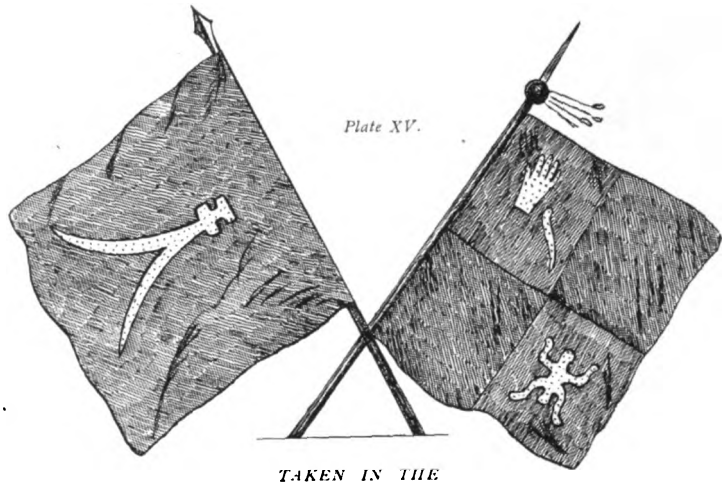

Plate XV.

TAKEN IN THE
CAMPAIGNS.

IT may be of interest to mention that the trophies in the Royal Hospital were placed there principally, but not entirely, in 1835, when King William IV. commanded that the eagles, standards, and colours in the Chapel Royal, Whitehall, St. Paul's, and the India House should be transferred to the Hospital. The *United Service Journal* of the time, commenting upon this, says: "No act could more strongly evince the propriety of His Majesty's judgment than his gracious command that the flags and eagles taken from the enemy should be transferred to the suitable keeping of the Veterans of the Royal Hospital."

The King and Queen inspected them after they had been placed in the positions where they now hang, and were received, we read, by the Governor, Sir Samuel Hulse, then about ninety years of age, who, unable to stand, "remained seated in his Bath-chair," and by the Rev. George Gleig, the chaplain (subsequently Chaplain-General of the Army), who, for years afterwards—unique experience, probably, for one in holy orders—faced, when in his pulpit, the colours which he himself, then a subaltern in the 85th Light Infantry, had assisted in securing as he fell wounded at Bladensburg in 1814.

In 1853 there were some temporary changes in the arrangement of the colours, but all (with the exception of one or two which had completely perished) were subsequently replaced in their original positions. Some put away in the gallery, rolled up as beyond repair, have also been restored to their positions.

Fortunately for the preservation of the details of colouring, badges, etc., of these trophies, which have disappeared with time, Captain John Ford came shortly after this to Chelsea, as a captain of invalids. He had seen much active service in the Peninsula and elsewhere in the 79th Highlanders, and had been present himself in more than one of the campaigns in which these trophies were taken. An enthusiast as to these and other memorials of the past, at a time when not many were so, he made water-colour sketches of them all, about the year 1841, in a small book, adding notes of interest respecting the history of several.

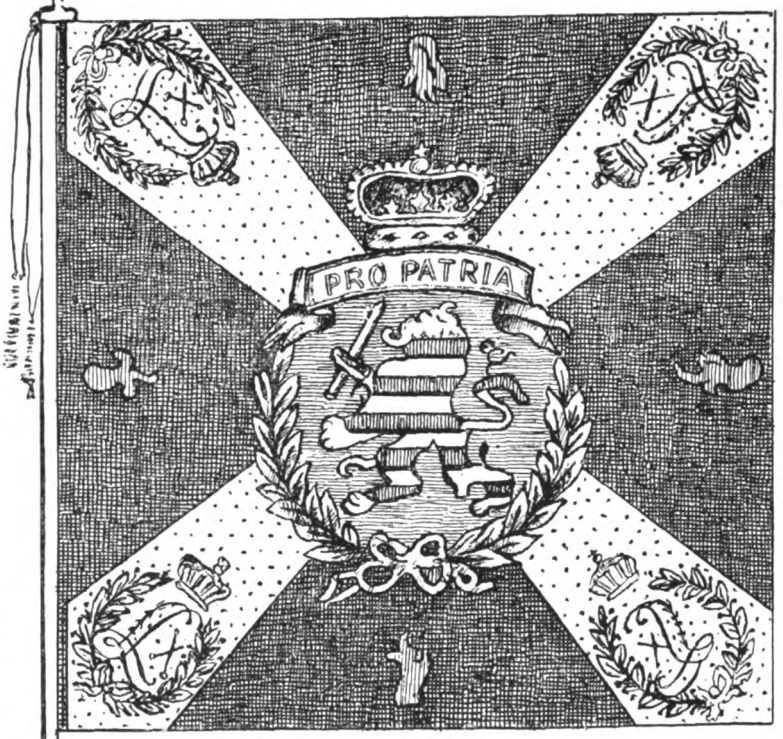

Plate XVI.

COLOURS OF THE HESSE-DARMSTADT REGIMENT TAKEN AT BADAJOS, RESTORED BY THE ARTIST, WHILE BELOW ARE THE REMNANTS OF TWO OF THE ABOVE AS THEY NOW APPEAR IN CHELSEA HOSPITAL.

Fortunately, too, for the wider knowledge of this work of his, it came to the notice of Prince Edward of Saxe-Weimar and then of the Prince Consort and of the Queen, and it is one more proof of the interest which Queen Victoria took in her soldiers and their deeds that, after the death of its compiler in 1860, Captain Ford's book upon the flags and other trophies was secured for the Royal Library at Windsor, and a beautifully executed copy of it presented by Her Majesty to the Royal Hospital.

From publications also and papers not available in Captain Ford's time some more particulars respecting them have since been obtained.

A few of the colours are in good, and several in fair, preservation. Some years ago the family of Sir Patrick Grant, the Governor, restored with great care, at their private expense, the most valuable ones in the Chapel, and all have been further looked to of late years.

Many, though, are mere brittle and decaying shreds of silk, the devices and inscriptions of portions of these, which are of tougher material than the body of the flag, being in some instances all that is left, and the time is apparently fast approaching when it will be necessary, if these perishing fragments are to be saved from total disappearance, to place them behind glass, or in some other way to protect them from the air.

FROM MARLBOROUGH'S WARS.

In the Chapel, with Blenheim (1704) under them, are a few staves with but little silk on them. These, it may be accepted, are all that, in the words of Sydney Smith, could be collected, from what had been "irrevocably squandered" at St. Paul's, and they are the only trophies in Chelsea from Blenheim, Ramillies, Malplaquet, and other great victories of Marlborough.

The standards and colours taken at Blenheim by Prince Eugene and the Duke of Marlborough were, at first, placed in Westminster Hall, and those taken at Ramillies, by the Duke, were hung in the Guildhall — "26 of the Horse Grenadier Guards, carrying each a standard taken from the enemy, and 63 of the Foot Guards, each

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carrying one of the enemy's colours." ("Life of Marlborough.")

TROPHIES FROM ASSAYE, LASWAREE, THE MAHRATTA WARS, NEPAUL, BHURTPORE, ETC.

These come from the India House. There are over twenty colours captured by Wellington (then Major-General the Hon. Arthur Wellesley) from Scindiah at Assaye in 1801, and in Mahratta campaigns in 1803, where the great leader, the "Sepoy General," came so prominently into fame. (See Plate XIII.) Some were taken by Lord Lake at Laswaree in 1803, two at Muckwanpore, in Nepaul, in 1816 (Plate XIV.), from a battalion of our once opponents, but now valued friends, the favourites of Highlanders and Riflemen in India—those hardy mountaineers and plucky soldiers, the Gurkhas. A considerable force was engaged and defeated by the troops under Major-General Sir D. Ochterlony, comprising His Majesty's 87th Regiment, and the 2nd Battalions of the 8th, 12th, and 25th Native Regiments. The border and ornaments of these flags are crimson, and the body of each dark brown, with brown tufts and cords on top of staves, which are green and white alternately, and spear-heads of white metal. Three flags in the Hospital were taken at the storming of Bhurtpore by the army under Lord Combermere, on January 19, 1826, one of which only is represented here (Plate XV.), as having been a colour of the usurper, Durgan Sal.

The print of an open hand is seen on many of these colours. It is said to have been an ancient custom for the ruler to dip his hand in blood—for which red paint came afterwards to be substituted—and stamp it upon the colour before entrusting it to the charge of his soldiers. In connection with this subject, it may be mentioned that in the first article of this series the flags shown in Plates IV. and V. are also East Indian, and not as stated, the eagles only having been taken at Salamanca and Madrid.

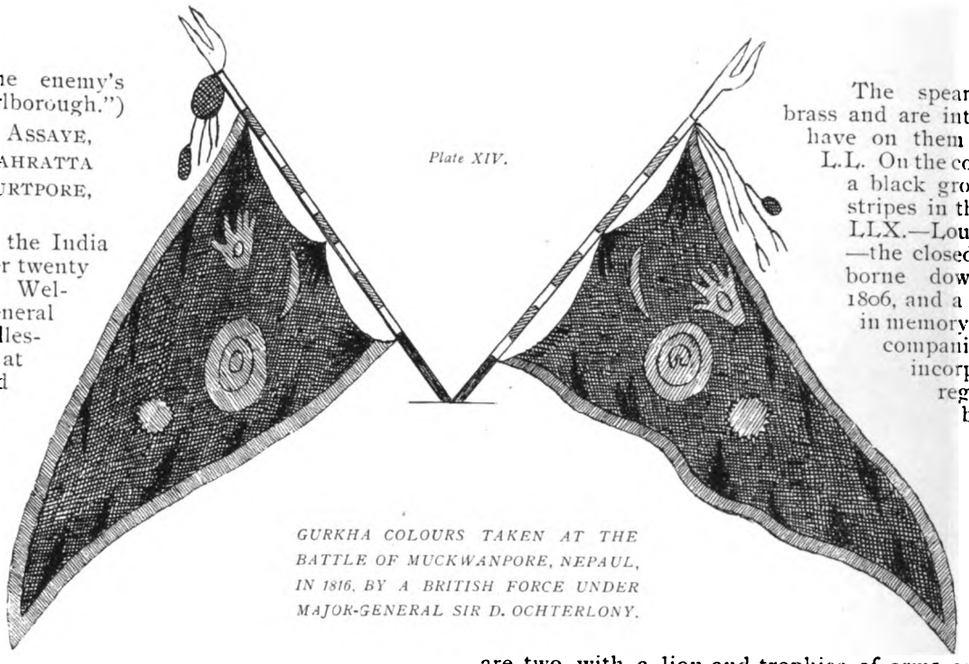


Plate XIV.

GURKHA COLOURS TAKEN AT THE BATTLE OF MUCKWANPORE, NEPAUL, IN 1816, BY A BRITISH FORCE UNDER MAJOR-GENERAL SIR D. OCHTERLONY.

The spear-heads are of brass and are interesting. They have on them the monogram L.L. On the colours, which had a black ground with yellow stripes in the diagonals, are LLX.—Louis X., Landgraf—the closed princely crown borne down to the year 1806, and a flaming grenade in memory of the Grenadier companies which were incorporated into this regiment. Their badges remain sufficiently to clearly identify them, but little of the silk is now left.

In the Chapel and Hall there are two, with a lion and trophies of arms on them, thought to have been Spanish, or Barbary flags, but which it has been since ascertained are certainly Netherland colours, probably taken in the Walcheren Expedition, 1809. (Plate XVII.) The blue one of these two is very much torn, and the lower part full of small holes or rents.

COLOUR OF DILLON'S REGIMENT OF THE IRISH BRIGADE OF FRANCE.

Another colour belonging to a corps whose history is of an exceptionally stirring kind is that of the regiment of Dillon of the Irish Brigade of France. (Plate XVIII.) A small portion of the central cross, sufficient letters to identify the Dillon motto, "In hoc signo vinces," and the inscription, "Discipline, obéissance à la loi," are all now remaining of it. The Irish harp which was in the centre has disappeared. This regiment performed gallant service under both the English and French Crowns. It was raised by the Hon. Sir James Dillon, who as a Royalist had fought against Cromwell, for service in France, in 1653, he holding the commission of a major-general, in the armies of France and Spain as well as of Ireland. It was with Turenne at Arras and Dunkirk. Having been disbanded in 1664, it was raised again in 1688 by Viscount Dillon (who was afterwards killed at Aughrim) under James II. Its history from 1690 practically that of the Army of King in France, Spain, Italy, Flanders, and It was at Dettingen and Fontenoy, and lost officers and one-third of its strength at Cremona. The family of Dillon had proprietary rights in it, and it was always commanded by one of its members. Of its colonels, the Chevalier James Dillon was killed at Fontenoy; Edward Dillon, his brother, was killed at Laufeld; Theobald Dillon (Le beau Dillon) was killed at Lille; and Count Arthur Dillon was guillotined in the Reign of Terror.

Republican France numbered the regiment the 87th of the French Line, and sent the 2nd Battalion to the West Indies, where, much reduced in numbers, it surrendered under the Hon. Henry Dillon, at St. Domingo, in 1793. Afterwards it passed into the British Service, and was disbanded in 1798.

A 1st Battalion colour is in the possession of Viscount Dillon, late of the Rifle Brigade. The Royal Hospital colour belonged to the 2nd Battalion which surrendered at St. Domingo.

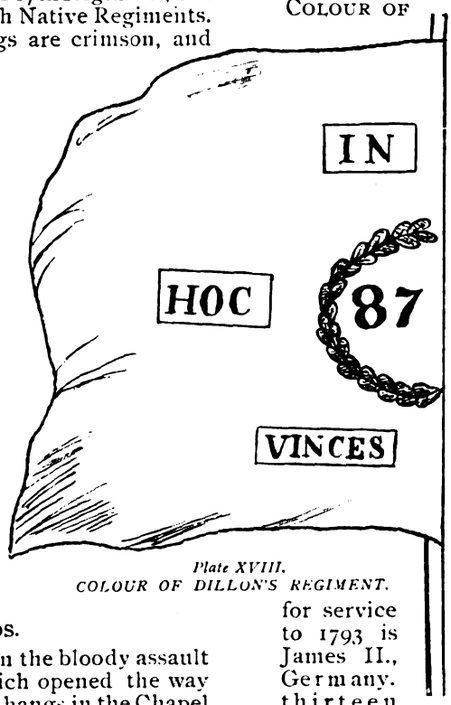
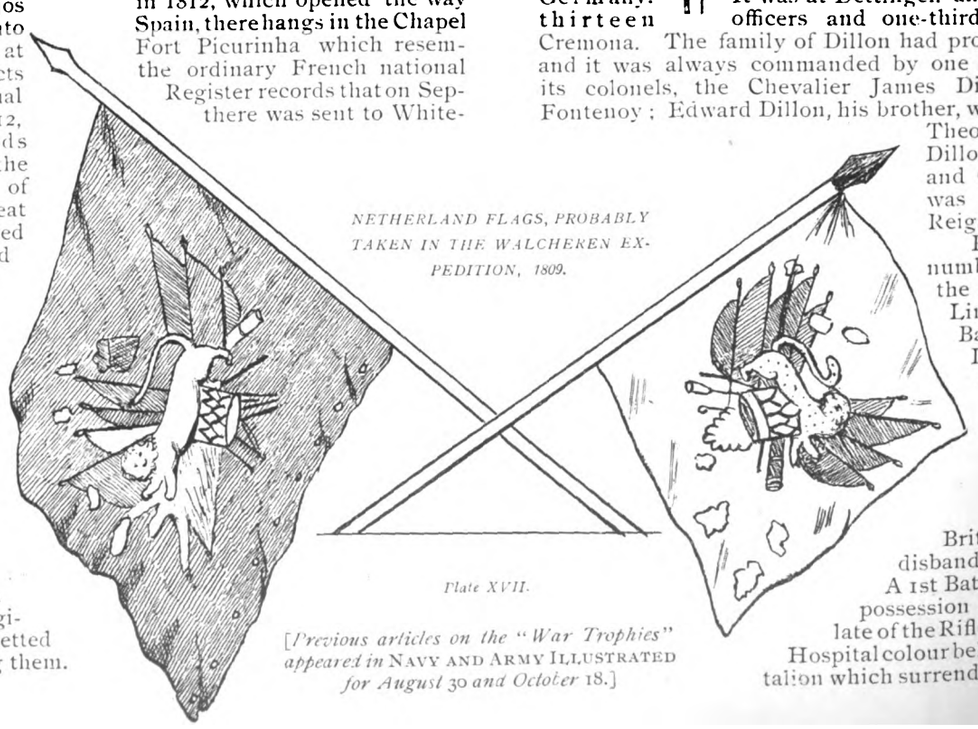


Plate XVIII.
COLOUR OF DILLON'S REGIMENT.

TROPHIES FROM BADAJOS.

As the result of the operations ending in the bloody assault and storm of Badajos for Wellington into a tri-colour taken at bles in all respects colour. The Annual tember 30, 1812, hall (afterwards transferred here) the Garrison flag of Badajos, "a great part of it quite red with blood"; and in the Hall are two colours of the Hesse-Darmstadt Regiment, then in the French Service, which at the storming of Badajos fell into the hands of Private George Hatton of the 4th (King's Own) Regiment, who bayonetted an officer carrying them. (Plate XVI.)

in 1812, which opened the way Spain, there hangs in the Chapel Fort Picurinha which resem- the ordinary French national Register records that on Sep- there was sent to White- for service to 1793 is James II., Germany. thirteen



NETHERLAND FLAGS, PROBABLY TAKEN IN THE WALCHEREN EXPEDITION, 1809.

Plate XVII.

[*Previous articles on the "War Trophies" appeared in* NAVY AND ARMY ILLUSTRATED *for August 30 and October 18.*]

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THE MARINE TELEGRAPH.

THE NEW YORK WORLD LIBRARY.

Photo. Copyright *Cribb.*

A SIGNAL FROM THE FLAG-SHIP.

Naval signallers at work on the Admiral's bridge.

Despite the scientific fascinations of wireless telegraphy and other possible up-to-date innovations, we may take it that it will be some time yet before the time-honoured custom of signalling by means of flags becomes obsolete, at any rate, in our Navy. There is a simplicity and a certainty about it which cannot be gainsaid, and those who have seen really expert signallers at work have little fault to find in the matter of all-round rapidity. The above bright picture may make some folks feel a little qualmish by reason of the unmistakable idea of rolling motion which it conveys, but it is none the less a very vivid and instructive presentment of the operation in question. It may be taken that a signal has just been made in the flag-ship, and that the signaller with the telescope is ascertaining if it has been comprehended by the other vessels in the Fleet.

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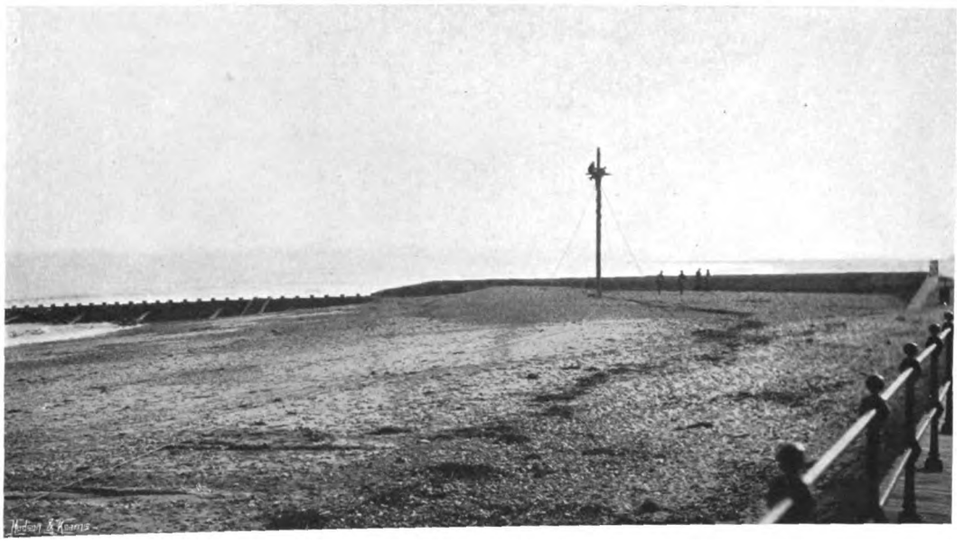
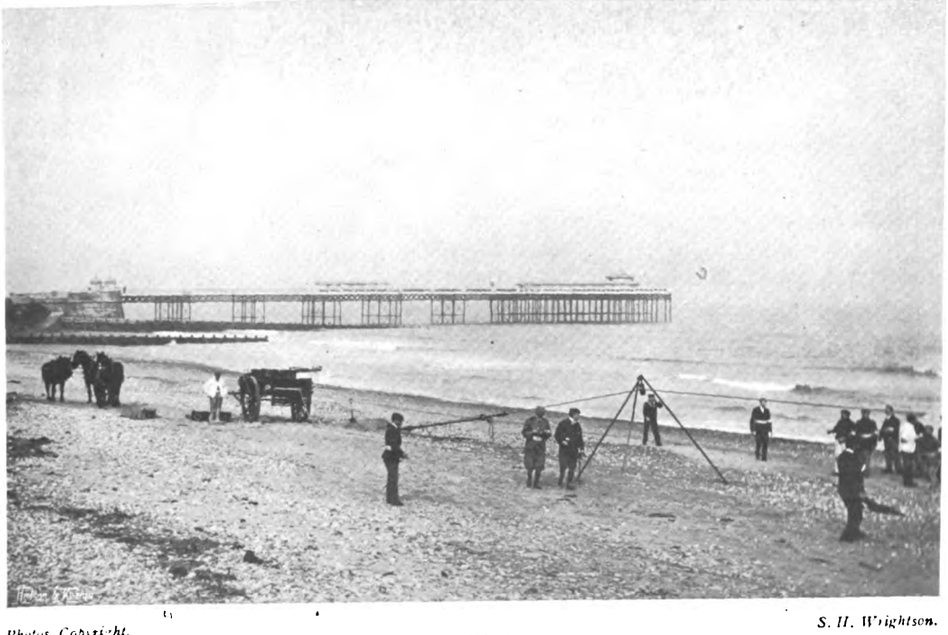
A LIFE-ROCKET CREW AT PRACTICE.

THE FIRST SHOT.
A life-rocket commencing its flight.



A TICKLISH OPERATION.
Fixing the whip to the mast of a dummy wreck.



Photos. Copyright. *S. H. Wrightson.*

SAVED!
The first man to be rescued lanaing in the cradle.

WHEN a lifeboat is not at hand, or a raging sea and shoal coast render its use impracticable, a vessel in distress may often receive help from shore by means of the rocket apparatus. The latter is worked by the men of the Coastguard with the aid, in a few places, of Volunteer Rocket Brigades. There are now upwards of 300 rocket stations in Great Britain, and hundreds of lives are saved annually with the apparatus. The credit of the invention of the idea must be assigned to a humble sergeant of the Royal Artillery, by name Bell, who in 1791 devised a method of firing a shot and line from a distressed ship to the shore. In 1807 Captain Manby improved upon Bell's expedient by inventing a "life-mortar," to discharge from the shore a round shot with curved barbs that would lay hold of the rigging or bulwarks of the ship in distress. Seven years later the Government, having realised the utility of Manby's apparatus, established forty-five mortar stations round the coast, and, in addition to previous grants, rewarded the inventor with the lump sum of £2,000.

In 1826 Mr. John Dennett, of Newport, Isle of Wight, demonstrated the superiority of the rocket over the mortar for conveying a line to vessels in jeopardy, and from that date the rocket was extensively used. Subsequently, Colonel Boxer effected variations and improvements in the pyrotechnical and line-throwing apparatus, but it was not until 1855 that the Government took the whole apparatus under control, and adopted the rocket now in use.

The peculiar characteristic of the life-saving rocket lies in the combination of two rockets in one case, one being a continuation of the other, so that, after the first compartment has carried the machine to its full elevation, the second gives it an additional impetus, whereby a great increase of range is obtained.

In 1856 the Life-rocket Department was placed under the control and management of the Board of Trade, which now gives a sum of money for every life saved, and awards medals for special acts of bravery.

At each station is kept a cart expressly made to contain all the requisites for the rocket apparatus, which are always ready packed for immediate use.

The apparatus itself consists of five principal parts, viz., rocket, rocket-line, whip, hawser, and sling lifebuoy or "cradle." The usual method of working is as follows: A rocket, with a light line attached, is fired over the wreck. By this light line the crew haul out the whip or endless line rove through a tail block, which is fastened to a mast at a point high above water. A thicker rope is then pulled over the ship, and a hawser by means of the rope, on which the cradle can be slung and drawn to and fro.

Our pictures portray the Cromer Volunteer Rocket Brigade at practice. This crew saved nine lives last winter, displaying great bravery.

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GUARD, 1st MIDDLESEX ROYAL ENGINEERS.

1st LONDON RIFLE VOLUNTEERS AT TRESTLE BRIDGE PRACTICE.

DEFENCE, NOT DEFIANCE.

CITIZEN SOLDIERS IN TOWN AND COUNTRY.

By TRAINBAND.

WHILE the adjustment of the regulations for the Volunteer Force still remains one of the most pressing questions of the day, the statement lately made by Mr. Brodrick as to the annual cost of a Volunteer can hardly have escaped the consideration of any interested in the future of the Citizen Army. According to the figures presented by the Secretary of State for War, the average expense of a private in any branch of our Regular Army considerably exceeds that of a private in the same arm of any Continental Army. But the average cost of the English Volunteer private is but £6 per annum, this sum including capitation grant, camp allowance, ammunition, and cost of administration. It is, therefore, at once apparent that the Volunteer Force at home is by far the cheapest army in the world. During the war in South Africa there were many critics who did not hesitate to assert that in these days the untrained, or only partially trained, soldier of superior intelligence and general education was more valuable than the regular professional soldier. Amongst critics holding this view the late M. Jean de Bloch held a prominent position. It is an opinion, however, with which we do not entirely agree. Even if the experiences of the Boer Campaign really seemed to indicate that it was a justifiable conclusion at which to arrive, it should not be forgotten that that war was fought under exceptional circumstances in an exceptional country.

Still, all must allow that the difference between the fighting efficiency of the regular soldier and the auxiliary is far less marked than it once was. It is probably shown more in discipline than in any other respect. Certainly it is a respect of vital importance, and undoubtedly the spirit of discipline in the Volunteer Force has greatly improved of late years. But it is impossible that so high a degree of discipline can be obtained in a force in which the members come together for drill and instruction for short periods only as that which may be attained in an organisation of men who live together, drill together every day, and make arms their profession and means of livelihood. Yet, when every allowance is made for any inferiority—the term is used in no invidious sense—on the part of the Volunteer compared with the Regular, the smallness of the rate at which the former is maintained must strike all who give heed to the matter. It would not be unreasonable to assert that, were the Volunteer Force far less efficient than it is, it might still be deemed to return good value for the amount expended on it by the country. When it reaches the standard at which it is supposed the Government aims, it would be economical at twice the present rate of expenditure. It is, however, manifestly unfair to fix a standard of drill and camp efficiency, and also of musketry, and at the same time to refuse adequate compensation to the men for loss incurred in their efforts to attain the required standard. It is the opinion of many of those best qualified to judge that some other system of payment should be substituted for that of the capitation grant, which certainly possesses obvious defects.

It is understood that the Infantry Drill Book issued last spring is already about to be revised. As, however, the issue was especially marked "Provisional," no surprise can be felt. The officers commanding infantry battalions and regimental districts have been invited to submit suggestions for improvements, and it is to be hoped that the final alterations may be made with as little delay as possible. Meanwhile, many of the officers who attended the School of Instruction at Chelsea Barracks last winter will wonder whether their successors a year later will undergo the same liability to change in drill detail from day to day that they themselves experienced during their month under tuition. Before the publication of the present provisional volume so much time was devoted to practically testing the new methods, and alterations were so constantly made, that it might be presumed that there should have been no need to issue the book as a tentative production only. It is, of course, possible that the changes which will be found in the revised edition may be few and slight; and it cannot be denied that there is scope for some improvement. For instance, the excessive length of most of the cautions for the different movements in line or lines of columns must be deemed a defect. Of far greater importance, however, is the plan of using the company as the tactical unit of infantry. There is much to be urged in favour of making the tactical unit the double company—or, rather, the company of double strength under the command of a field officer—in principle very similar to that of the squadron system, which since its adoption in the cavalry has worked with such good results. To make so great a change now, however, would be drastic indeed, and would certainly not be a popular alteration with the Auxiliary Forces. As the unofficial expression of opinion has generally been appreciative of "Infantry Training, 1902," there are good grounds for anticipating that but few changes will be found when the revised version is issued.

From a statement made in the House of Commons some two or three weeks ago, it may be assumed that the use of Richmond Park as an exercising ground for Metropolitan Volunteers will no longer be withheld. This is decidedly satisfactory, for it may be remembered that last April Mr. Akers-Douglas stated officially that he could hold out no hope of permitting the park to be used for military exercises. As a matter of fact, at that time local Volunteers already enjoyed the privilege of exercising over some 640 acres of the park. There is certainly ample room in the park for both the Volunteers and the public, and it is now hoped that it may be used by the former in any reasonable way. Necessarily much depends on what interpretation is given to the term "reasonable." So large a space is now required in practising quite simple exercises, even with comparatively small bodies of men, that the area available for troops must be really very considerably extended. Assuredly, however, the exercise of a little tact and common-sense on the part of those concerned would obviate all danger of injury to the wild birds, etc., and all inconvenience to the general public.

On more than one occasion reference has been made in these notes to friction between Volunteer bands and their corps authorities. Another case, which was of a very peculiar nature, has recently been reported. The officer commanding a corps of Volunter Artillery sought the aid of the law to recover a number of bugles or their value from members of a band alleged to be connected with one of the companies of the corps. It seems that about a year ago the company commander started a band for the detachment, and sent out collectors with collecting books and cards soliciting subscriptions towards the equipment of the band. The result of the appeal was not very satisfactory, and two months ago, in consequence of certain complaints, the officer commanding the company decided to call in the bugles, and sent out orders to the members to return them, but the orders were disregarded.

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The real point which the judge had to decide was whether or not the bugles were the property of the corps. Eventually the judge, to whom the commanding officer had explained the difference between Government and corps property, gave judgment for the plaintiffs. The difficulty could never have arisen had a general subscription not been solicited in the locality, and we cannot but think that such means of raising funds for Volunteer purposes is nearly always inadvisable. We spoke quite lately very distinctly upon this matter in connection with Cadet battalions, for which, after all, there is rather more excuse than for the ordinary Volunteer corps. More liberal treatment from the Government might render it possible to distinctly forbid all such methods of raising funds, as under more favourable circumstances the need for extraneous assistance should not occur. We are inclined to think that the system of capitation grants might advantageously be altered; and though it must be acknowledged that it is entirely owing to private subscriptions that most battalions possess drill halls and suitable headquarters, all manner of public "touting" for financial assistance for any Volunteer purpose whatever must be regarded as generally objectionable.

FOR AULD LANG SYNE.

THE Preston Guild is a well-known and ancient institution, and in connection with its annual review this year there was a very pleasant and very sociable little reunion at the Grey Mare Hotel, Bury. Seventeen members of the old 8th Lancashire Rifle Volunteers (now 1st Volunteer Battalion Lancashire Fusiliers) who were present at the Guild's review in 1862, or who were attested before that date, sat down to an excellent repast. In the chair was ex-Private J. W. Kenyon, and the vice-chair was occupied by ex-Quartermaster Shaw. The honorary secretary of the reunion was ex-Private J. H. Clemishaw.

After the dinner there were songs and speeches, in which all bore their part manfully. The vice-chairman proposed "The Imperial Forces," to which ex-Private Pilkington made an able response. Then followed a song, "Empress of the Waves," splendidly sung by Private Fletcher. Among others who assisted with songs and speeches were Colour-Sergeant Tarlington, Private Clemishaw, Colour-Sergeant Butterworth, Private Peel, and Private Greenhalgh, while Private Entwistle presided at the piano. "The Chairman," "The Vice-chairman," and "The Honorary Secretary" were enthusiastically drunk.

The whole evening passed off very pleasantly, the old comrades regaling each other with tit-bits of old stories and fighting their battles over again, and it will be long before those who took part will forget the day. The average age of those present was sixty-five years, and many of them had not seen their aforetime comrades for over thirty years. The honorary secretary is therefore much to be congratulated on having so successfully gathered together this band of veterans, old Volunteers every one.

In the afternoon, it may also be mentioned, a shooting match took place between two teams of the veterans. The match was shot off at Burr's Range, under far from ideal conditions, but the results were excellent under the circumstances. Each member of the team was allowed ten shots, five at 100-yds. and five at 200-yds., any position. The scores are appended:

COLOUR-SERGEANT BUTTERWORTH'S TEAM (WINNERS).

	100-yds.		200-yds.		Total.
Blomley	12	...	14	...	26
Butterworth	19	...	11	...	30
Holt	12	...	9	...	21
Shaw	12	...	7	...	19
Fletcher	8	...	8	...	16
		Total		...	112

PRIVATE GREENHALGH'S TEAM.

	100-yds.		200-yds.		Total.
Greenhalgh	9	...	13	...	22
Smith	15	...	7	...	22
Entwistle	14	...	12	...	26
Pilkington	11	...	6	...	17
Kenyon	0	...	0	...	0
		Total		...	87

It will be seen from this that the colour-sergeant's team got home comfortable winners by twenty-five points.

Photo. Copyright. "Navy & Army."

VETERAN SHOTS.

Members of the old 8th Lancashire Rifle Volunteers who took part in a shooting match.

It must not be lost sight of, moreover, that the match took place between veterans, many of whom had never previously fired a breech-loader. Each and all expressed themselves as highly pleased with the weapons, those at present in use in the Volunteers, that is to say, and they unanimously expressed the opinion that if a present-day Volunteer couldn't make a decent score with such a weapon, he must be a poor hand, and, as one of them appears to have phrased it, "not worth his sawt," which is the opinion of many sergeant-instructors, no doubt.

The necessity for decent shooting has been impressed on us from time immemorial, and many public men have given all the assistance in their power to the establishment of rifle ranges; yet, despite all this, and the formation of Cadet corps and Volunteer battalions, we seem to be still far from having attained all that is desirable in this respect. But we must not blame football and other manly games for this.

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SIKH SEPOYS.

OUR INDIAN EMPIRE.

A RUNNING RECORD OF MILITARY LIFE AND INCIDENT IN THE "SHINY EAST."

By CAPTAIN OWEN WHEELER.

AFRIDI SEPOYS.

IT is quite possible that by the time this is in print the punitive operations against the Darwesh Khel Waziris will be ancient history, but that does not relieve me of the responsibility of discussing a little campaign to which I have already explained that I attach a good deal of significance. As to what has happened up to the time of writing, there does not seem any necessity to say much, beyond pointing out what a sharp reminder of South Africa lies in the defence of Fort Gumati by the six outlaws who kept Colonel Tonnochy's column at bay for a whole day, killed Colonel Tonnochy, Captain White, and three native soldiers, and wounded three British officers and a dozen natives. Apart from the frightfully heavy price paid for such a trivial advantage, one cannot but fear that the incident will have a not altogether satisfactory effect upon the future conduct of Frontier operations. The Frontier Risings of 1897-98 showed that the tribesmen of the Borderland were beginning to realise how much trouble they could give us by skilful use of modern firearms, but I do not recall any Frontier instance similar to the Fort Gumati incident, in which the capacity of a few well-armed and well-posted men to resist a considerable force for a considerable period has been so painfully demonstrated. Certainly, when one contrasts the story of the capture of Gumati fort with some of the familiar episodes of Frontier warfare, one experiences something of a shock, and a feeling that our old-time methods of making the tribesfolk on the border "sit up" may have to undergo extensive modifications in the near future.

It will occur to some that incidents of this sort are very grave obstacles to the adoption on the Frontier of the often-practised and hitherto very successful plan of converging columns, the "sealed pattern" of which is the campaign of Koniggrätz, but which has been repeatedly exemplified in India, notably in Macgregor's little expedition against the Marris at the close of the Afghan War. In such instances the columns have generally converged with beautiful exactitude, and the tribesmen have "caved in" with great promptness, utterly taken aback by finding themselves threatened from two quarters. But it goes without saying that such movements become most difficult, if not impossible, if delays are likely to be occasioned by the stubborn resistance of a mere handful of men in what for the moment becomes an important stronghold. Of course the outlaws in Fort Gumati were desperate, and resisted like rats in a hole, but the general lesson of their ability to delay a whole column for an appreciable time, and to inflict a very serious loss on the enemy in the process, is not likely to be lost on the border fanatic.

For the rest, we shall see what we shall see; but, whatever happens, it is safe to say that these operations against the Darwesh Khels have been a pretty sharp proof that the Frontier still requires careful watching, notwithstanding the "new policy," and that from time to time something a little more to the point than tribal militia may be required to check that exuberance of self-assertion which has rendered the Waziris, in particular, such a perpetual nuisance. It is, incidentally, irritating to reflect that, in nine cases out of ten, such operations as those carried out by General Egerton's columns bring a good deal of grist to the mill of the enemy, and that many a "ragged son of Darwesh," baffled of the chance of "loosing off" a stolen rifle at a British officer, will have made enough by the judicious sale of supplies, with perhaps a little profitable treachery thrown in, to enable him to live in comfort for months after our final withdrawal from his country. But let us hope that, on the whole, the Darwesh Khel Waziris, like the Mahsuds, will have had a pretty sharp lesson, such as may effectually deter them from anything like eager participation in future trouble which may possibly arise in this section of the Frontier.

General Sir A. Power Palmer's valedictory addresses to the Northern and Southern Armies assembled for the Delhi Manœuvres, under Major-Generals Macleod and Wodehouse respectively, appear, from the cabled summaries, to have been very soldierly and appropriate utterances. He made useful allusion to the fact that not a few of the leaders engaged had had recent experience in South Africa, and his remarks as to the encouragement of initiative on the part of commanders of units will be nowhere more appreciated than in India. To some extent the unit commander has always had a better chance in that country than at home, for in most Indian wars there are numerous opportunities for the exercise of individual intelligence on detached posts, and in the execution of minor enterprises. On the other hand, such ability as is called for on these occasions is not usually of the very highest sort, for the enemy, as a rule, has not been comparable in point of "slimness" and other important qualities with the Boers. In the forthcoming manœuvres we shall probably see Boer tactics freely resorted to on both sides, and the conflict of sharp wits should be extremely edifying.

The retiring Commander-in-Chief further made interesting mention of the increasing number of Mounted Infantry in the Army of India, a matter which is rather variously regarded by experts. It does not, perhaps, follow that, while Indian cavalry and infantry are respectively of the very best, either arm should be able to produce in perfection the useful hybrid upon which we have reason to set such store at home, and it remains to be seen whether the Native Mounted Infantryman will be the very special development he needs to be if he is to be worth the trouble and expense of his training. Already exception has been taken to the suggestion of making Mounted Infantrymen out of Gurkhas, and though Colonel Rundall, commanding the 1st Battalion 4th Gurkhas, has combated this view, and has shown that he himself successfully trained fifty Gurkhas in China in Mounted Infantry work, the experiment—exceedingly interesting and well-described as it is—can hardly be called conclusive. However, the Indian Military authorities seem, as a rule, to have a pretty and practical idea of their own business, and, at any rate, they have a wonderful variety of races to pick and choose from.

I see that 150 Indian Mounted Infantry have been detached from Delhi to serve in the Somaliland operations. This is an exceptional case, in which the usefulness of Native Mounted Infantry may very possibly be clearly demonstrated. At first sight, it might seem that a couple of squadrons of Native Cavalry would have been more to the point, but a little reflection will show that in all probability what will be required to bring the Mullah to his senses will be not so much the shock action of cavalry as the lead-pumping capacity of infantry, which proved so effectual at Omdurman. The mobility of the Mullah's following must be at least partially met by the use of horses, ponies, or sowari camels, and, the British soldier being debarred from taking a hand in the proceedings by climatic and other practical considerations, we arrive at the Native Mounted Infantryman as a distinct desideratum by a process of exhaustion. One would like to know, however, the races of which the selected contingent is composed. I am myself inclined to the view that probably Baluchis would be of more use in Somaliland than any other of our Native troops.

The season is at hand when at some stations in India detachments of troops go out into musketry camp, a single

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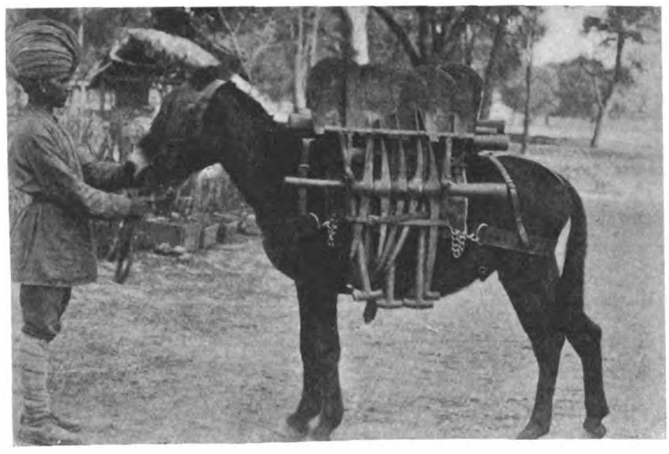
company, perhaps, under its officers marching out some distance from cantonments, and pitching a camp in the vicinity of a range which may not be available nearer barracks. With proper arrangements these musketry camps can be made very pleasant as well as useful, and a spirit of *camaraderie* is engendered between officers and men to an extent seldom possible in cantonment life. Moreover, these small independent commands are excellent training for the young officer, and teach him a self-reliance and habit of coming promptly to a decision which are not encouraged by the regimental system as they ought to be.

Talking of musketry camps, I recall an amusing story of one of that troublesome class which is to be found in almost every corps, the "company lawyer," the man who always wants to "argue the point" and is never quite sure whether he is being punished according to Regulations. One of these nuisances in my own regiment went into musketry camp, and on Saturday evening informed the colour-sergeant that he could not be made to attend the church service—which in musketry camp is conducted by the senior officer present—because he was a Wesleyan. He fully counted on spending the morning in slumber, but he had met his match in the captain. The camp was about thirteen miles from cantonments, so the company lawyer was marched in under a stalwart corporal to the Wesleyan place of worship and marched out again the same evening, the rest of the company receiving him with ironical cheers. The next Sunday he wanted to attend church service. "Oh, no!" said the captain, "your convictions were so strong last week that they must be respected." And again the "company lawyer" had a six-and-twenty mile trudge to and from the chapel, and the lesson in musketry-camp law did him no end of good.

MULE TRANSPORT.

A WEEK or two ago we published some pictures of transport mules, and as the subject is one of more than passing interest, we venture to present to our readers to-day three more pictures of laden mules. The difficulties which General Manning is now encountering in Somaliland, and the great obstacles which he has to overcome, bring home to us once more the necessity of well-organised transport in all our expeditions and little wars. Sad experience has shown us more than once how unprepared we are in this essential to the efficiency of an Army. Mules certainly would, in Somaliland, be of not so much use as the slower camel. The great enemy which General Manning has to fight is drought, and those who have faced this awful foe know that he can be more terrible than the boldest enemy. The stoutest heart cannot hold out against the want of water. Men and animals alike collapse from its scarcity. The first thought of a commander is to select such a route as will enable his force to halt near water. Ammunition and food supplies can be carried on the pack animals, but unless there is water to drink, the fighting men, the transport drivers, and the transport animals must inevitably give in. The mule succumbs more readily than the camel to drought. Water the camel must have, notwithstanding the tales of our childhood regarding the indifference to thirst of "the ship of the desert." A practical method for a supply of water would seem to one not actually on the spot to run light railways, such as are used in sugar plantations in the West Indies, as long as the ground permitted, and to fill up the gaps caused by mountains and scrub jungle with a continuous chain of camels working night and day carrying water to the next practicable section. Of course, the small tanks would be moved by hand or by camel draught, and equally of course it would take some time to provide the light portable railways from England or the nearest point at which they could be shipped. Until permanent roads are built, this suggestion may be worthy of consideration.



A HEAVY LOAD.

Mule laden with entrenching tools.

No such plan is possible of adoption on the ground over which General Egerton has been working in the Waziri country, where, in a lesser degree than in Somaliland, the water difficulty is presented. General Egerton's force is well supplied with good trained mules of the same stamp as those we show. Indian transport officers have for years considered the question of mule equipment. The latest development for transport purposes is that shown in our pictures. Perhaps no officer has concerned himself so much with mule equipment as Colonel Wickham of the Indian Transport Department. This officer has invented saddle after saddle in his efforts to reach perfection. He has now his new African experience to add to his former great experience in Indian wars and his experiments in peace-time. It is fair to think that if any man knows how a mule should carry a load, he does, and in him, the Indian Government will have a most competent adviser. A notice such as this is not the occasion to enter upon all the difficulties of mule transport. As we stated before, the mule is emphatically the best transport animal in a country where water is procurable. The great difficulty which organisers have to contend with is the dearth of mules, and the huge and apparently unnecessary expenses which Governments have to go to, to provide suitable animals when any large expedition has to be hastily organised in a mountainous country where there are no roads. We say unnecessary, as it appears to us possible that, in ten years' time, a practicable number of suitable animals, who would earn their corn in peace-time, could be bred so as to be ready for war.

Our pictures show the present state of mule equipment. Notice the handy way in which five men's kits for a lengthened campaign are packed on one animal, while the odds and ends are stowed in "sulleetahs." The mule with entrenching tools does not carry nearly the weight which is given to his "opposite number" in a mountain battery.

Photos. Copyright.

BAGS OF MYSTERY.

"Sulleetahs" with various small articles.

A COMPACT ARRANGEMENT.

Five men's kits loaded on one mule.

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THE WORLD OF BOOKS.

On the Heels of De Wet.

(By the "Intelligence Officer." Blackwood, 6s.)

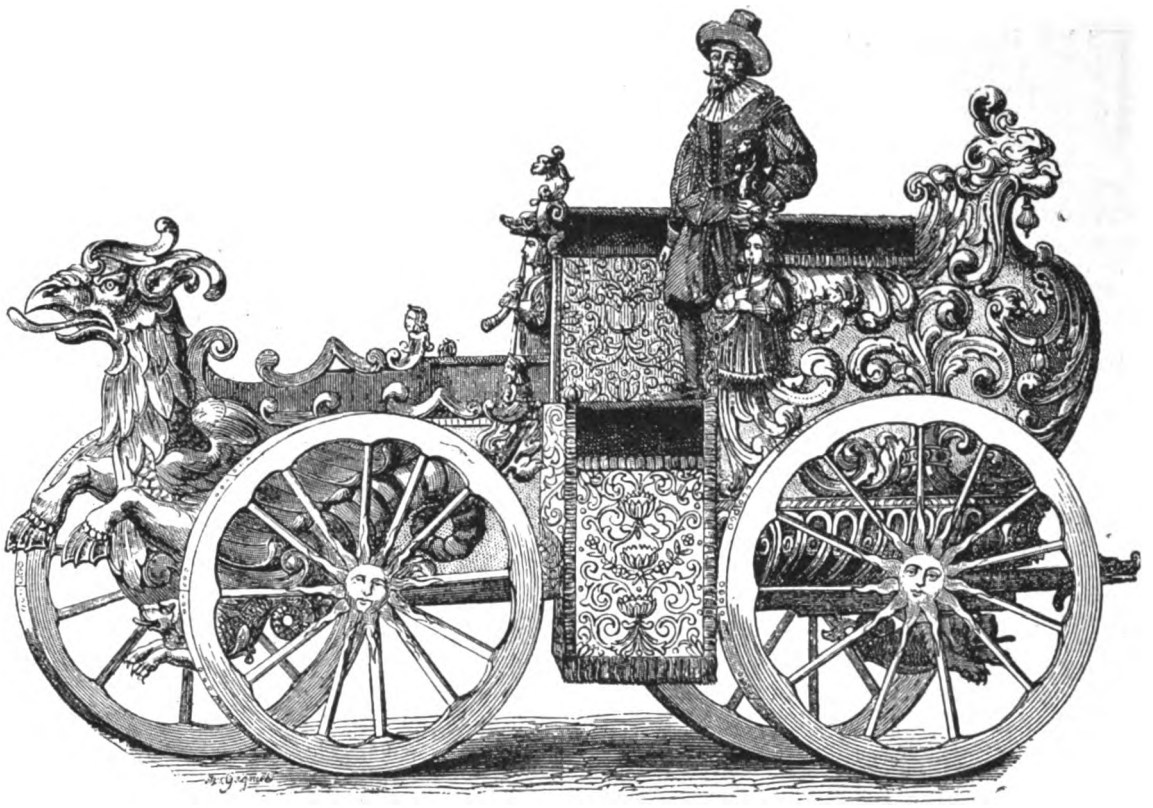
ONE of the very best and most strongly individualised books of the day is this strong, vigorous, and incisive narrative of the "Intelligence Officer," which for months has been brightening the pages of old *Blackwood*, and now appears in a volume that thousands will delight to read. Others may give laborious, truthful, and solid accounts of great happenings, but the Intelligence Officer of the new cavalry brigade pictures living men and moving events with a skill that brings all before us in a character of vividness and truth unsurpassed. He is an impressionist of the best, with a style all his own, not a trick of manner but a swift-moving dash of good prose that is the vesture of sterling things. Each personage is depicted *ad vivum*, and stands as a real man; so, too, as an event, the birth of the Brigade in the perdition of De Aar under the eye of the great "K."—"that cold blue eye which is the basilisk of the British Army." It is a marvellous picture, that of the gathering together of the Brigade staff; the Brigadier, a real man, a capable soldier, affronting grim-visaged war with purpose and capacity, but foiled by untoward things; the Intelligence Officer, with the hard-bitten Colonial, scraping together his "intelligence gang," hopeless but obedient, impelled onward to achievement by the fillip of K.; "the little gunner horse-major," a life-like figure; the quick-witted but child-like supply officer, and the rest. Only one who had himself been on trek, had himself gone through the rough-and-tumble of war, could have penned the story.

Kritzinger and Hertzog—"Old Hedgehog"—had been the weather signals, and De Wet had descended into Cape Colony, and Plumer, hanging to him like a sleuth hound, had driven him in the direction of De Aar. Here is the beginning of a narrative that proves to be a really amazing account of the conduct of such operations, and bearing the stamp of truth. The pages are gay, amusing, and attractive; but there is unsparing analysis of the methods of war. De Wet escaped often by sheer luck, and Fate favoured him in an extraordinary manner; the drives sometimes failed through utterly bad weather, swollen rivers, muddled telegrams, treacherous revelations of disloyal Colonists, and sometimes through the culpable ineptitude of the pursuers. The new Cavalry Brigade began its dashing course from a base on the railway, and the system is shown by the Intelligence Officer to have been a bad one. It stifled mobility, and restricted the life of the columns, and it was not until the blockhouses gave the brigade commanders bases away from the line that the rapidly moving columns took their final and effectual character. This book has but 350 pages, rather widely printed, and yet it tells more of the real character of the war than a dozen other volumes. We can hear the whistle of bullets, we learn to appreciate and to despise; we feel the brutality of the war, its sordid side, its noble glamour; the rifled homestead, the blunted degradation that made men ransack for what they could gain; the loyal soldiering, the chivalrous endeavour—all the tendencies evolved by "the tin-pot patriotism of the Boers, pushing a struggle, already hopeless, to its most barbarous issue." That excellent and real soldier, the Brigadier, his Intelligence Officer's hero, foresaw the end, and De Wet escaped across the Orange. Let no one fail to read this book who would know the reason why. It will be perused with the keenest interest, for it pictures the working of the war machine on trek, and it brings before us a fine gallery of real men.

Motor-Cars.

(By Rhys Jenkins, M.I.M.E. Fisher Unwin, 21s.)

The other volume here named is not in its way less a book of the day. No one now can doubt that the motor-car has finally established itself in our social economy, nor that its use for locomotion and traction must grow from more to more. It requires no great precision to recognise that we are actually on the eve of a great revolution in the means of inter-communication throughout the country. When the old coaches ceased to run, the highroads became deserted, and solitude settled in the villages, stirred no more by the merry note of the horn; but time has its revenges, and the motor-car will yet bring the wayfarer to his old channels again. The prediction of Friar Bacon that it would yet be possible to construct chariots so that, without animals, they should be moved with incalculable speed has been fulfilled. "Motor-Cars, and the Application of Mechanical Power to Road Vehicles," is by far the best book that has yet appeared on the subject. It is both historical and technical; its account of the evolution of mechanical vehicles, its description of their varieties and character, and its admirable consideration of all questions that concern its subject is just what the possessor of a motor-car, or the man who wishes to purchase or use one, would desire. What is particularly admirable is the fair spirit in which questions are approached. No claim is made for excessive speed to the inconvenience of the pedestrian or horseman; nor is there any desire to escape official control. It is not pretended that anything approaching perfection has yet been reached, and we are told to anticipate many improvements as the result of practicable experience.



THE NUREMBERG MECHANICAL CARRIAGE, 1649.
From "Motor-Cars" by Rhys Jenkins.

Indeed, Mr. Jenkins's excellent historical chapters are an illustration of slow development. To most people they will be a revelation. David Ramsay (1618) and John Marshall (1625) were amongst the earliest inventors in this country to propose motor vehicles, and Sir Isaac Newton (1655) and Sir Ellis Leighton (1667) interested themselves in the subject; but the ornate Nuremberg mechanical carriage, the work of the celebrated "Johann Hautsch," which carried passengers in 1649, and was apparently propelled by two men working the axle by winch handles and gearing, was the first successful mechanical road vehicle. There was a steam carriage boom between 1820 and 1840 in rivalry with the coaches, but it ended abruptly, owing to the increase of railways and restrictive legislation, which, until 1896, held the motor-car on the level of the traction engine. The King himself is now a "motorist," and amid the crowd of excellent pictures in Mr. Jenkins's book is one of His Majesty's grand 22 horse-power Daimler. Those in doubt as to types, or seeking guidance upon any question concerning motor-cars, should consult this interesting and instructive book. It is *the* book upon the subject.

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THE HARBOUR AT PENZANCE.

ROUND THE WORLD.

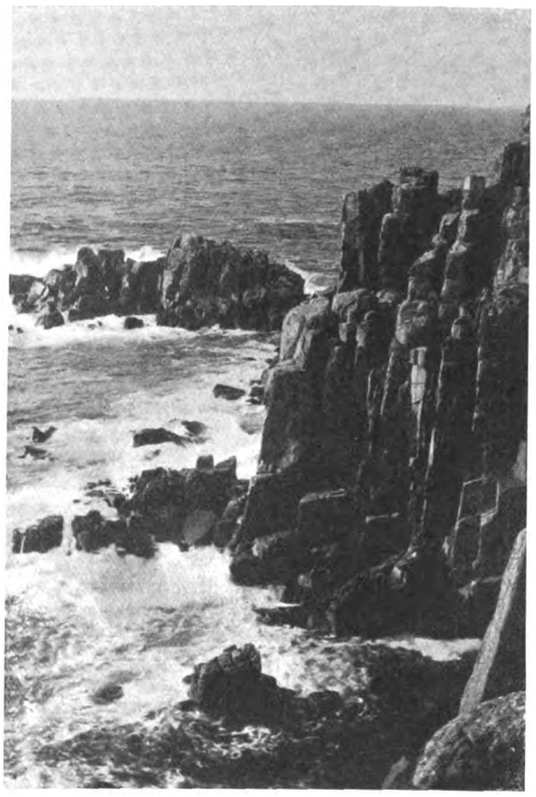
PEACEFUL PENZANCE.

THE important influence which climate is known to exercise in the treatment of so many maladies has long been recognised by the medical profession of this country, and it is not exaggerating the case when we say that a change of climate is alone often more effectual in restoring the body to a healthy condition than can be wrought by all the medicine in the world.

In selecting a suitable winter climate, in the case of an invalid, or a person returning to England after long residence in some tropical country (from whom, by the way, by far the greater number of our enquiries emanate), it is most essential that expert medical advice should first be obtained. For whereas the climate of such places as Torquay, Falmouth, Sidmouth, etc., may be found of incalculable benefit to some constitutions, in others it would no doubt produce a totally different result.

Among the winter stations of this country, Penzance is held in high estimation by the medical profession, being one of the mildest and most favoured stations on the South Coast; but for its distance from London, it might take precedence over almost any other place in England. Penzance is 326 miles from Paddington, and the time occupied in the journey is roughly 8½ hours. When it is remembered that it may be reached by two such excellent services of trains as the Great Western and the London and South Western, where, in either case, the comfort of passengers is so carefully studied, it is surprising that more invalids do not find their way down there during the winter.

It may strike one at first as being strange that this, the most western town in England, should enjoy so mild a climate; it is, however, also the most southerly, while that part of the Cornish peninsula on which it stands is surrounded on three sides by the Atlantic, whose waters are tempered by means of the Gulf Stream.



THE FIRST AND LAST LAND IN ENGLAND.

When it is remembered that Penzance has only become a visitors' resort of comparatively recent years—it was a thriving market town three hundred years and more ago—the greatest credit is due to the Corporation for the enterprise they have displayed in providing for the amusement and comfort of visitors. The promenade—half a mile in length—is a piece of work which any seaside place might well be proud of. A magnificent view is here obtained of the broad expanse of Mount's Bay, with quaint little Newlyn, beloved of artists, on the right of the bay, and the historical St. Michael's Mount on the left, while the Lizard stretches out to sea as far as the eye can reach.

What, no doubt, will cause the visitor to "Peaceful Penzance" not a little surprise is the magnificent Queen's Hotel, standing in the centre of the Esplanade. The Queen's is unquestionably far and away the largest and most luxurious hotel in the West of England. Some eighteen years ago it was adjudged by the public, in a competition instituted in a certain paper, to be the best hotel in the United Kingdom. No doubt many larger hotels have since sprung up, but still the Queen's remains to-day one of the most comfortable and best-managed hostelries anywhere to be found. Among its patrons may be mentioned Her Majesty the Queen of Holland, H.R.H. Prince Albrecht of Prussia, and many of the leading statesmen. As in the case of other resorts on the south coast of Devon and Cornwall, especially noticeable in Penzance are the numerous varieties of flowers and exotics which flourish throughout the winter. For the botanist there are, perhaps, few parts of England which produce so great a variety of plants. Owing to the absence of cold east winds and the rarity of

A FAMILIAR SIGHT NEAR PENZANCE IN EARLY SPRING.

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frost and snow, we find blooming out in the open during the winter fuchsias, geraniums, and myrtles. Here and there we come across tree ferns which remind us of Australia, palm trees from Africa, while in the Morrab Gardens, which the town has provided specially for the use of visitors, will be found a large variety of sub-tropical plants. Although statistics can be brought to show that Penzance stands at the head of a list of half-a-dozen picked places possessing a mild, equable climate, surely these facts are sufficient in themselves without having resort to figures.

ST. MICHAEL'S MOUNT AT LOW TIDE.

Looking into its past history, it is interesting to read that in the year 1595 the town was taken and burnt by the Spaniards, its near-by neighbours, Mousehole and Newlyn, meeting with a similar fate. The Spaniards, however, after their work of destruction, were driven off by a fleet sent from Plymouth. Later in the seventeenth century—in fact, as late as the middle of the following century—Penzance once more gained notoriety, having been the rendezvous of certain bands of pirates, the memory of which is always with us in Gilbert and Sullivan's opera, "The Pirates of Penzance."

It might appear almost paradoxical, were it not a fact, to say that Penzance is genial in winter yet cool in summer; the mean summer temperature is under 62-deg., as compared with 49-deg. in winter. Thus it will be seen that Penzance keeps open house from one year's end to the other.

Among the amusements available, boating, bathing, and fishing may be indulged in under the most favourable conditions. True, the fresh-water fishing is not what it used to be, but the sea-fishing makes up for any shortcomings. A day's sea-fishing in lovely Mount's Bay, with Cornish fishermen as your companions, is an experience that one is not likely to forget.

As an excursion centre, it would be difficult to find a better in the whole of Cornwall. The "lions" of the place naturally include the Land's End, eleven miles distant from Penzance, to which coaches run daily. St. Michael's Mount, which is only three miles by road, is also a favourite excursion. The Mount, upon which is situated a mansion—almost unique in its way—is separated from Marazion by about 400-yds. At low tide the distance may be covered on foot; at high water the Mount is an island. The greatest interest attaches to this romantic spot, whose history dates back to the time of the Romans. The principal feature of the mansion is the Chevy Chase Hall, at one time the refectory of the monks; and the more one sees of this unique old pile, the more anxious will one be to acquaint one's self more fully with its history.

Nor should we omit mention of Newlyn, which is now practically part of Penzance. Although nothing more than a mere village, it probably has an even wider reputation than Penzance. It is the favourite abode of artists, and among those who have resided there are included the names of Stanhope Forbes, A.R.A., Frank Bramley, A.R.A., Norman Garstin, A. Chevalier Tayler, and many others whose works have appeared in the Royal Academy and other London galleries.

Among the other forms of amusement, coaching excursions claim a good share of patronage. In the summer the Scilly Isles are visited by thousands of tourists; they are distant forty miles from Penzance. Perhaps the best time to visit the Islands is the early spring, when the flower culture is seen at its best. Millions of bunches of daffodils, narcissi, and other bulb flowers are sent to the English market between the months of December and May.

A NEW ZEALAND BEAUTY SPOT.

VISITORS to the Empire City of New Zealand should not fail to spend a few days at Lower Hutt, where are to be found the charming Bellevue Gardens and a pretty little residential hotel, a veritable paradise for those in search of health or pleasure. Situated about eight miles from the city, on the Government Railway, there is a good train service to and from the Hutt at convenient hours. The short journey there will be found interesting, as the railway line runs quite close to the seashore, whence a good view is obtained of Wellington Harbour.

At Lower Hutt, conveyances can be obtained to take one to the Gardens, a run of about five minutes. The first thing that surprises one on entering the gates is the beautiful large Punga fern trees on either side of the carriage drive, giving it quite a tropical appearance, while in a minute or so afterwards one is in the gardens proper, which will be sure to please the most fastidious lover of flowers or plants. Here will be found specimens of nearly every kind of flower and tree peculiar to New Zealand, as well as from all other parts of the world. The gardens contain twelve acres under scientific cultivation, and are kept in first-class order.

The Hon. S. Y. Duncan, Minister of Lands, is a frequent and interested visitor, and speaks in the highest terms of the place. A bowling-green is now in course of construction, and will be ready for next season; it will contain six rinks, capable of accommodating forty-eight players. Good fishing and shooting can be had in the neighbourhood, also riding or cycling, the roads being well-kept and level.

The hotel accommodation is of the best, being quite close to the gardens. It contains bedroom accommodation for fifty guests, besides beautiful private drawing-rooms, sitting-rooms, and a smoking-room, all of which have lovely views of the gardens. The cuisine is excellent, and leaves nothing to be desired. Since the present proprietors (Messrs. Orr and Lodder) bought the place over £7,000 has been spent in building additions, refurnishing, etc.

THE BELLEVUE HOTEL AND GROUNDS AT WELLINGTON, NEW ZEALAND.

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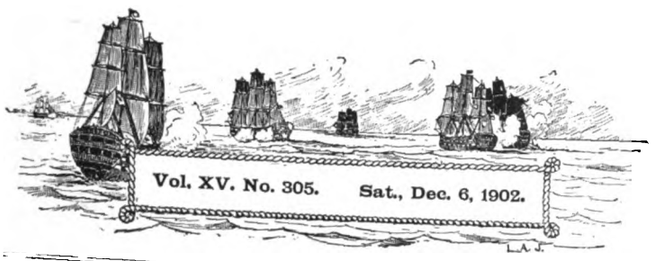

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MEMS. FOR NAVAL AND MILITARY MESSES.

COLONEL HENNIKER of the Coldstream Guards had an enthusiastic welcome at Thornham, Suffolk, on his return from South Africa. The Chairman of the District Council met him at Mellis Station, and in a carriage drawn by old servants of the family he was conducted to the rectory by the tenantry, the local band playing lustily meanwhile. Subsequently, Colonel Henniker was presented with an illuminated address, in which his services and those of his men were referred to in enthusiastic terms.

One of the chief objections put forward against physical culture is that the majority of people cannot afford the time to attend such schools. Now, however, thanks to the excellent system of instruction by post which can be obtained from the "Lord School of Physical Culture," 71, Inverine Road, Charlton, S.E., this state of affairs need no longer exist. All kinds of healthful exercises, such as the use of dumb-bells, Indian clubs, etc., are most successfully taught, and some very appropriate testimonials have been received by Mr. Charles E. Lord from those who have availed themselves of this unique system of physiological exercises. All who study health should not fail to write for a copy of his illustrated brochure on the subject.

Owing to the enormous demand for vouchers for the Mask and Domino Ball which will be held on Monday, December 15, at the Empress Rooms, Royal Palace Hotel, Kensington, Lady Maud Wilbraham, the President of Committee, informs us that any tickets remaining unissued on December 8 will be raised to a guinea and a-half each. The number of admissions to the ball will be strictly limited.

The Boys' Empire League has completed its second year of existence, and already numbers 5,000 members. Its aim is to inculcate in British boys an Imperial spirit, and to inspire them with the desire to become good citizens, and with a sense of the responsibility this entails. The League has a special roll of honour and medal for boys who have performed acts of bravery in saving life, and there are already a dozen boys numbered on the roll. An appeal is now made for contributions, which will be gladly acknowledged by the secretary at the headquarters, 56, Ludgate Hill.

There was a very large attendance of troops at the thanksgiving service for the safe return from South Africa of those of the London garrison. These included the 1st Grenadier Guards, who went to Wellington Barracks Chapel; the 2nd Grenadiers, the 3rd Coldstreams, and the Army Service Corps to Chelsea Barracks Chapel; the 1st Irish Guards and the District Establishment Royal Artillery to the Tower Garrison Church; the Royal Horse Guards to Albany Street Barracks Chapel; the 1st Life Guards to Holy Trinity, Knightsbridge; and No. 5 Company Army Service Corps to St. Mary Abbott's, Kensington.

A great many people travelled down to Esher a few days ago, when Mr. A. P. H. Stoneham presented a statue of Queen Victoria to the Colony of Western Australia, Mr. H. B. Lefroy, Agent-General for the Colony, taking it over as its representative. The statue is a replica of that which stands in the examination hall of the Royal College of Surgeons on the Thames Embankment, and was executed by Mr. F. G. Williamson. Mr. Lefroy expressed the thanks of his Government to Mr. Stoneham for his gift, which will stand in the beautiful King's Park in Western Australia. Finally, he proposed the health of Mr. Stoneham, which was enthusiastically responded to. Amongst those who went to Esher for the occasion were Mr. Allardale Grainger, Agent-General for South Australia; Sir John Cockburn, ex-Agent-General for South Australia; the Hon. Mr. H. W. Venn; and Mr. A. Dobson, Agent-General for Tasmania.

The last gymkhana for the season took place at Darjeeling at the end of last month, when Major Wimberley was cordially thanked for all he had done for the Lebong gymkhanas whilst he had been acting as hon. secretary. There were some very good competitions at this last meeting. Tilting and tent-pegging was won by Major Carroll with Mrs. C. S. Murray; the Covent Garden Stakes by Lieutenant Gover and Miss Studd; the thread-needle competition by Miss Martin, with Miss Bramwell as second. Mr. A. Pugh won the costume race and Mr. K. Mackenzie and Miss E. Bramwell the Gretna Green race. Mrs. Lascelles, wife of Major Lascelles of the Norfolks, had a nasty accident. When jumping a hurdle she was thrown and somewhat severely hurt, but was progressing favourably when the mail left.

In recent years a deep interest has been aroused in the doings of the British Army, and of particular units that have from one cause or another claimed more than general notice. Yet it is an astonishing fact that, even in the Army itself, the battles fought and won before the Boer War are rarely more than a mere name in the memory. Therefore the work just compiled by Colonel G. J. Harcourt, late 1st Royal Dublin Fusiliers, entitled "Soldiers of the King: Their Battles, Sieges, and Campaigns" (Gale and Polden, 3s.), should prove of more than ordinary interest to those who are at all interested in matters military. In it are recorded all the battles of the British and Indian Armies from Inniskilling, 1689, to the South African Campaign of 1902. In addition there are records of those battles which do not appear on any colour carried by regiments, such as Cressy, Poictiers, Agincourt, Namur, Trichinopoly, Cuddalore, Bangalore, Argaum, China, 1900, etc., while at the end of the book appears the date of origin and reorganisation of all the regiments in the British Army. It is obvious that such a book of reference must prove invaluable, and should be on the table of every ante-room, mess, and library in the Army, and on the shelves of every student of the British Army. A copy of the work has been graciously accepted by the King.

The new number of *Town Topics*, a special Wall Street number, issued to commemorate the opening of the new building of the New York Stock Exchange, is an especially good one. Always bright and interesting, this pushful American journal, which is read assiduously on both sides of the Atlantic, has now really eclipsed all its previous efforts. From the same publishers we have received a copy of the December *Smart Set*, crammed of good stories.

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A BONNIE ROYAL LADDIE.

PRINCE EDWARD OF WALES IN THE UNIFORM OF THE GORDON HIGHLANDERS.

Queen Victoria was extremely proud of her Stuart ancestry, and our King and the Prince of Wales have given many proofs of their strong regard for Scotland and for Scottish soldiers. The King himself is Colonel-in-Chief of the Gordon Highlanders, and this pretty picture of young Prince Edward in the uniform of that grand corps is therefore full of many-sided appropriateness. The Prince cannot as yet lay claim to a commission in the "Gay Gordons," but we venture to hope that our picture may have some prophetic meaning in this interesting direction. That the uniform is graced by its bonnie wearer in this instance is self-evident.

Drawn by C. Clarke from a Photograph by Ralph, published by the London Stereoscopic Company.

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A LOOK . . . . . ROUND.

THE Christmas of 1902 is a happier one for British hearts than any of the three which have gone before. For three Christmas Days running our thoughts have been less at home than on the South African veldt. The homely joys of Christmas have been clouded by the thought of friends and comrades undergoing the hardships of a campaign under the fierce South African sun; by the constant fear always present with us, however much we tried to hide it, that bad news might come at any moment. But the long war has run its course. The miseries of the protracted struggle with a foe whom we learnt to respect more and more as time went on are over. South Africa is settling down to peaceful development of its magnificent resources. Boer and Briton know one another better than has ever been the case before.

It would be too much to expect that all the bitterness of conflict should be wiped out in a few short months. General De Wet, in his very interesting book, cannot restrain himself from breaking, every now and then, into passionate denunciation of British policy, and of some of the methods employed to reduce his countrymen to their inevitable submission. But it is pleasanter to remember that he dedicates his volume "to his fellow-subjects of the British Empire," and that his last word is an exhortation to the Boers to be loyal subjects of the great World-State under whose flag they are now enrolled. Even the Afrikander Bond speaks with a new voice. In future it proposes to call itself the South African Party, and to work, as all South African parties should, for all objects which tend to the true and permanent advantage of the country as a whole. Once more we can listen to the Christmas message of "Peace on earth and goodwill to men" without a sinking of the heart. We can share in the pleasant festivities of the season without that gnawing apprehension of evil tidings which troubled us so long.

In other parts of the world our hands are not so free. We have a difficult task before us in Somaliland. On the Indian Frontier there are still signs that a firm hand and a determined policy are needed, and now that Lord Kitchener is taking over the supreme command in India, we need have no doubt that the need will go unsatisfied. In one or two other outposts of the Empire small troubles may have to be won through. With scattered dominions, such as ours, which border in so many parts of the world upon the lands of turbulent and uncivilised tribesmen, it is inevitable that a certain amount of police work shall always be in progress.

At home we have grounds for satisfaction as well as a good deal to deplore. Recruiting for the Army, as we pointed out last week, shows better results than most of us expected. A very important Naval reform scheme is about to be set forth by the First Lord of the Admiralty—a scheme which will do much to remove causes of friction and to increase the efficiency of the sea service. On the other hand, the Reservists still present a difficult problem, and the slackness of the labour market, with the distress which a trying winter and scarcity of employment always bring with them, makes the solution even more difficult to find than it seemed to be a few months ago. We believe, however, that public interest has really been aroused in the misfortunes of these men who helped us to win the battle in South Africa. Employers of labour are ready to give them a chance, and those who do find places for them speak well of their capacity for hard work.

It is not only to the Reservists that marked attention is being paid by the mass of the British people. All matters that concern the Navy and the Army are watched with a closer interest than has ever been the case before. Indeed, the awakening of this keen interest is one of the most remarkable features of the last ten or fifteen years. We may, without boasting, claim to have done our share in inducing the public to follow more closely events which have a bearing upon the state of our national defences. NAVY AND ARMY ILLUSTRATED was the first periodical to devote itself to treating these events in a popular way. The regular Service papers are valuable to the profession, but they are by their very nature technical papers. We have tried to translate technicalities into terms which can be understood by everybody, and we are able to say with gratitude to our readers that we have succeeded even beyond our expectation. We have not entered into competition with the Service journals; we have probably found them more readers among the general public than they had before. When we began, we were cultivating a new field in journalism. The harvest that we have reaped has been encouraging from every point of view. It is most desirable that every Englishman should take an interest in all that is being done to safeguard his interests at home and abroad. The Admiralty and the War Office are the great spending departments of State. They dispose of a very large proportion of the money which the taxpayer annually provides for national needs. It is very necessary that they should feel that the nation keeps a close watch upon their expenditure, and is determined to have good value for its money.

It is also a good thing that the Navy and the Army should be brought into closer touch with the civilian population, and it gives the civilian a wider sense of his responsibilities as a citizen of the Empire if he understands the principles upon which our policy of defence is based and the methods by which that policy is supported. There is yet a great deal to be done before we can feel that the nation has a firm grip upon the necessities of our Imperial position. When we find a Secretary of State for War talking about possible "temporary" Naval reverses and organising Army Corps to repel invasion or raids, we cannot wonder that people who have fewer opportunities of studying defence problems should occasionally be misled into taking short-sighted and erroneous views. But the progress towards educating people in such matters which has been made during the past few years is an encouragement to hope that persistence in pointing out the right path may eventually meet with its full reward.

There can be no question that the discovery of the right path is a matter of the utmost importance. We may educate our people to the highest possible point. We may take measures to increase our commerce and to enlarge the scope of our industries and manufactures. We may provide better means of communication, better supplies of water, and other necessaries of life. We may add greatly to the comforts and conveniences of existence. But, if once we let our defences grow weak at any point, if we fail to keep up with the times in taking precautions against attack from without, all these other measures concerning only our internal affairs can never save us from ruin and disintegration.

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CAPTAIN M. E. BROWNING AND OFFICERS OF THE "ARIADNE."

Reading from left to right the names are—Back row: Signal. Boatswain J. Swift, Assist.-Engr. H. P. Mackenzie, Assist.-Pay. A. Taylor, Assist.-Pay. A. M. Cree, Boatswain W. Trenaman, Assist.-Engr. W. J. C. Plant, Gunner P. H. Halbert, Midshipmen G. C. Street, C. W. A. Baldwin, R. S. McCowen, A. P. Hadow, and R. E. Lubbock. Second row: Midshipmen F. A. Warner and F. Burgess Watson, Lieut. B. V. Brooke, Lieut. E. C. Kennedy, Lieut. G. Hopwood, Engr. S. G. Dwyer, Naval Instructor R. R. Cummings, M.A., Assist.-Engr. C. Sampson, Midshipmen P. W. C. Sharpe, Hon. R. H. D. Willoughby, and H. I. N. Lyon, Carpenter R. Davison, Boatswain F. W. Long, Lieut. D. Arnold Forster, and Gunner J. Dooley. Third row: Sub.-Lieut. G. M. R. Rayne, Lt. T. T. Jeans, Lieut. R. W. L. Nicholson, Surgeon R. H. Mornement, Lieut. R. B. G. Warder, R.M.A., Lieut. H. B. Montagu, Flag-Lieut. C. H. France-Haynhurst, Assist.-Engr. S. M. B. Laverne, Assist.-Engr. W. H. Clarke, Sub.-Lieut. O. M. F. Stokes, Major R. M. Byne, R.M.L.I., Assist.-Paym. G. Radcliffe, and Clerk J. C. Boardman. Fourth row: Staff-Surgeon W. H. Norman, Com. W. F. Slayter, Com. R. Webb, Capt. M. E. Browning, Vice-Ad. Sir A. L. Douglas, K.C.B., Secretary H. E. Gilbert, Fleet Paym. W. G. E. Penfold, Staff-Engr. R. W. Green, and Lieut. A. C. H. Smith. Front row: Midshipmen G. E. Ridgeway, S. Hopkins, W. R. J. White, C. W. A. Baldwin, R. W. Blake, C. P. Vivian, J. C. Tovey, A. S. May, and A. G. Peace.

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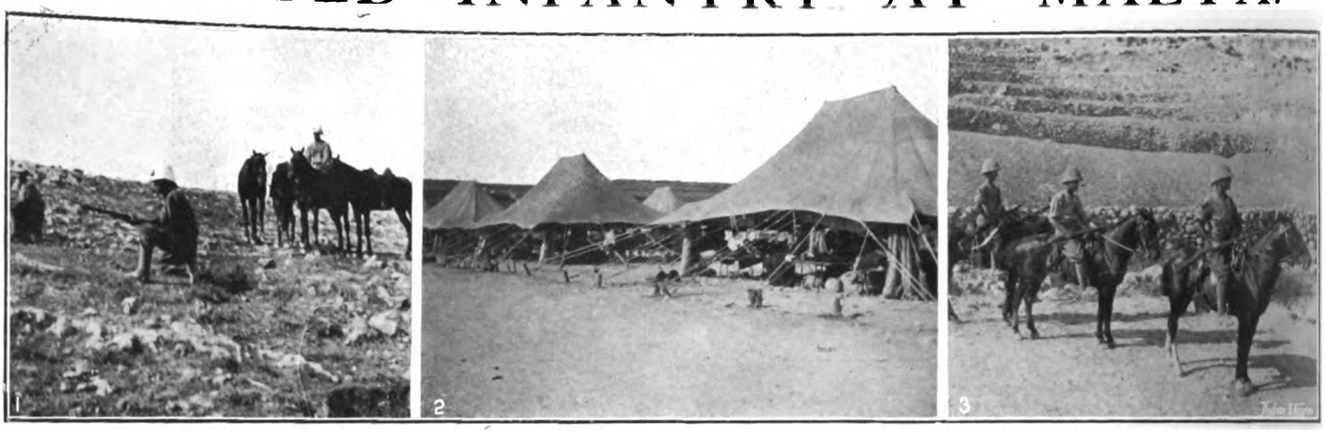
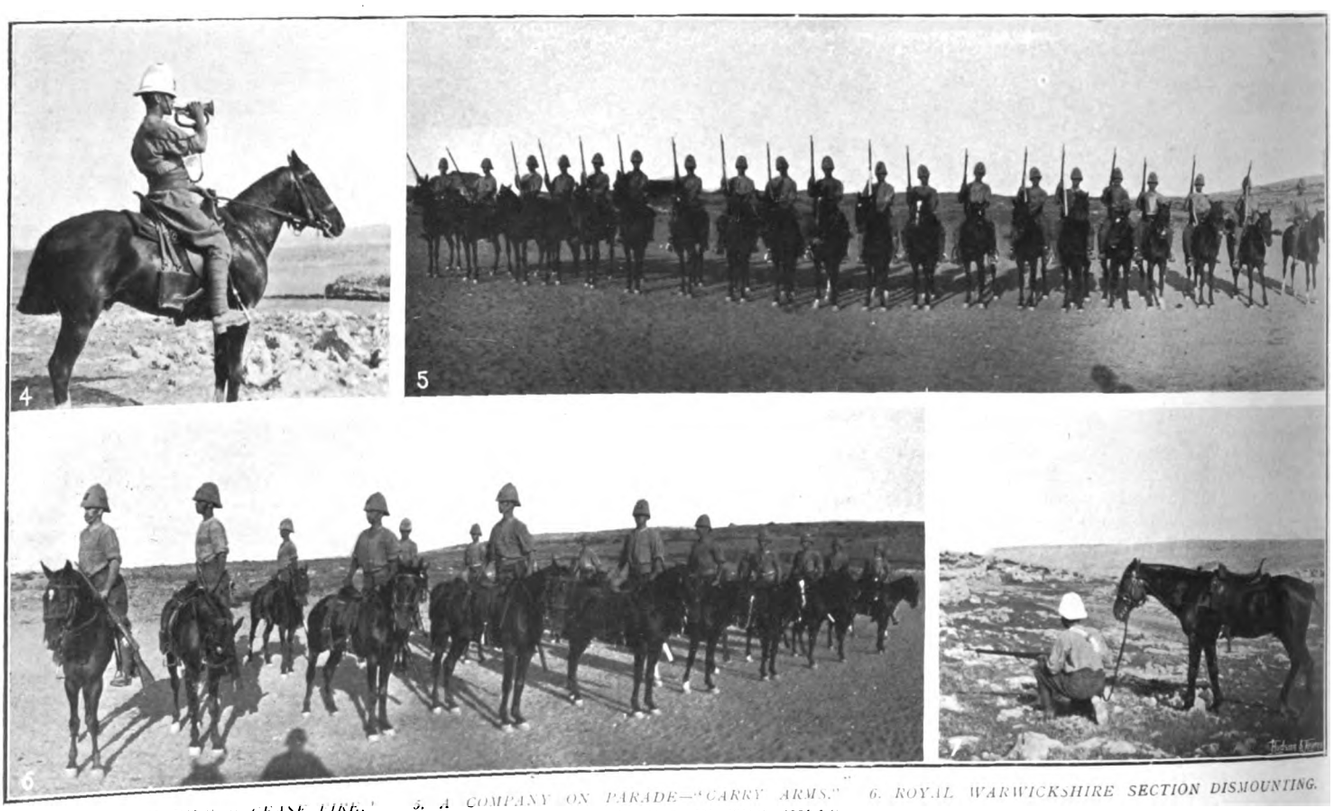
MOUNTED INFANTRY AT MALTA.

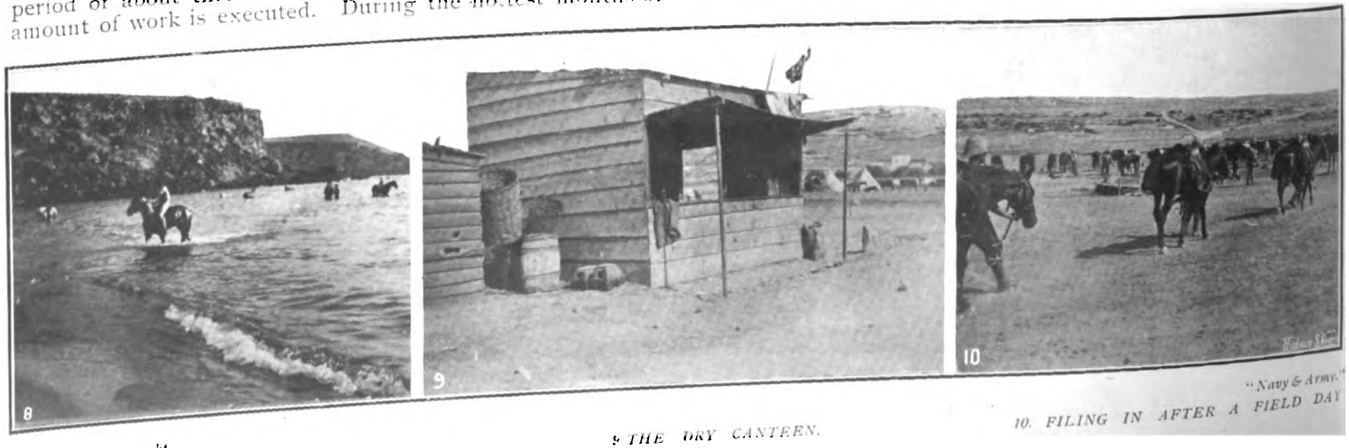


1. DISMOUNTED DUTY. 2. THE LINES. 3. A PATROL AMONG THE ROCKS.

THE illustrations on this page will give our readers a very fair idea of the work that is being done by the Mounted Infantry at Ghain Tuffieha. They will also give some impression of the nature of the ground over which the men have to manœuvre. In the first place it may be mentioned that the present company of Mounted Infantry, No. 13, is composed of sections drawn from the four Regular battalions—West Kent Regiment, Royal Warwickshire Regiment, King's Own Regiment, and the Lancashire Fusiliers—now stationed at Malta. Each company goes through a course of training lasting for a period of about three months, in which time a very large amount of work is executed. During the hottest months of the year most of the work, such as field days and the like, is done in the early morning, before the sun gets its strength, generally between the hours of half-past four to about half-past ten. At twelve o'clock "Stables" sounds, and again at five in the evening. From this it will be seen that the life of the men picked from the various regiments to make up a Mounted Infantry Company is not all milk and honey, but, on the contrary, they are pretty busily engaged for by far the best part of the day. This No. 13 Company has by hard work become a very efficient one; but then Malta has always had a high reputation for the efficient state of its garrison, which, under the able command of the Governor, General Lord Grenfell, G.C.B., is sustaining this reputation well.



4. BUGLER SOUNDING "CEASE FIRE." 5. A COMPANY ON PARADE—"CARRY ARMS." 6. ROYAL WARWICKSHIRE SECTION DISMOUNTING.
7. RECONNOITRING IN THE HILLS.



Photos. Copyright. "Navy & Army."
8. HORSES BATHING. 9. THE DRY CANTEEN. 10. FILING IN AFTER A FIELD DAY

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A NAVAL WASHING DAY.

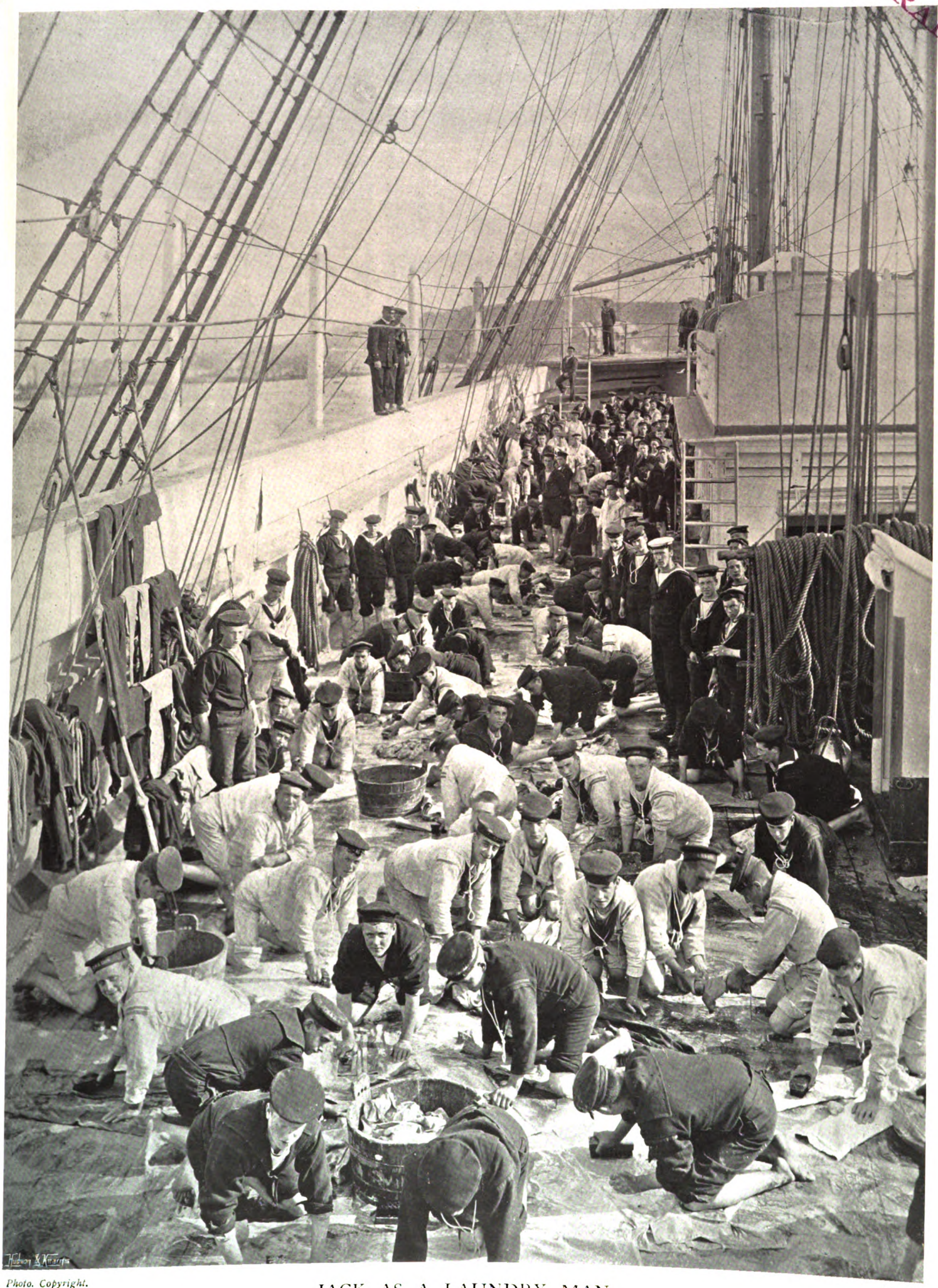

Photo. Copyright. *Crockett.*

JACK AS A LAUNDRY MAN.

"This is the way we wash our clothes" in the "King's Navee."

There are few mortal men who are more cleanly in their clothes and persons, as well as in their minds, than the British tar, and here we see him at work in an occupation which, if not congenial, at least produces very congenial results. Those who have seen the seaman of the Royal Navy "all in his best" will infallibly have been impressed with the spotlessness as well as with the smartness of his "get-up," and to many it will come as a surprise to find that is the work not of the professional laundress, but of the "Handy-man's" own handy and many-sided self.

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A TROPICAL CHRISTMAS.

JACK'S CHRISTMAS GIFT.

AN ARCTIC CHRISTMAS.

THE SEA-POWER OF THE NATIONS.

A Record of Policy and Progress from Week to Week.

By JOHN LEYLAND.

WHEN steam was first introduced into the Navy there was born a new force which was destined to place before Naval administrators the greatest problem they have ever been called upon to solve. The ship was transformed, and except that it was still an organisation intended to move and fight at sea, it bore little resemblance to anything that it had been before. There is a greater interval between the "Victory" and the "Formidable" than between the stage-coach and the sixty-mile railway train. Out of this revolution in material things came the riddle which we are now seeking to interpret rightly, and upon the sound solution of which so much depends. Once before there has been an amalgamation of branches, when the sea officer absorbed the fighting officer, a change brought about by natural evolution in England, and which took shape through the wisdom of Richelieu in France. Now every nation is preoccupied with that difficulty with which the United States Navy, very boldly and perhaps rashly, attempted to grapple. The experiment was tried at a time when active discontent was arising in the American Navy, and receives its present illustration in the alarming circumstance that the ships have now, owing to the shortage of officers, less than two-thirds of the complement they had before the war with Spain. Very few officers are content with the steps taken to ensure engineering efficiency in the future. The system was radically bad, because it opened the way for the engineers to select executive duties, with the result that it may be gravely doubted whether regular watches are kept by commissioned officers in the engine-room of any single American vessel. Happily, we are not taking the United States Navy as the example in our own reorganisation.

It would be useless to expect all people to be agreed when drastic and far-reaching changes are put forward. There are the same differences of opinion in all Navies. In Italy the engineers have assumed a very strong position, and have a formidable organisation to advocate their claims. In Germany there are subdued indications of a coming change. In France the discussion is already acute. What is perfectly plain to all who think upon the subject is that all such changes must look to efficiency; they must not be settled merely to please the engineer; they must take account of how to make the executive a more scientific man. In zeal and spirit he is all that he should be; but more is needed than that, and the plans of the Admiralty, whatever may be thought of their details, are designed to a rational end. It is clear that no change must be allowed to take out of the officer the salt and spirit of the sea, to diminish his readiness to accept responsibility, or to reduce his power of command.

I have thought, in this time of eager debate, that it would be interesting to show how the problem is regarded in France. In the course of last year a large group of engineer officers took a course which met with much disapproval, and aroused indignation among their executive comrades. They issued a circular to the members of the Legislature, which was circulated also through the Fleet, wherein were set forth their claims, accompanied by accusations against their brother officers. The points made were that the engineers had not the exclusive direction and administration of the engine-room personnel under the single control of the captain; that they had no power either to punish or reward; that rank and seniority did not give precedence on board; that they ought to have charge of steam, electric, and hydraulic machinery; and should have equal representation on promotion boards, with direction or command of technical schools and constructive establishments; that there should be an Engineer Inspector-General of the Fleet, dealing with personal and material matters; that their number should be largely increased on board ship; and, finally, that there should be equality among officers on board. The sting was contained in the assertion that the engineers were treated as outcasts, and that their comrades reproached them with their democratic origin, asserting that to be able to use the hands in practical work was an indelible stain in the eyes of the *grand corps de la marine*. It was the old story of the blue officers and the red over again. The social question was evidently at the root of the matter.

Vice-Admiral de Beaumont, Naval Prefect at Toulon, an officer capable of expressing an independent judgment and of holding strong and sound Naval opinions, as was afterwards proved when he came into conflict with the Minister, formulated a reply to the engineers' circular, answering it clause by clause from the executive point of view. As to the social grievance, he said nothing could be more democratic than the general body of French officers at the present time. Scholarships were so many and so freely distributed that the son of the poorest man had the chance of wearing the epaulette. In the year of his own promotion at the Ecole Polytechnique, out of 130 there were 90 who had scholarships or *bourses*. The head of the promotion was the son of a shoemaker at Dijon, and the best candidate in the admiral's particular class had a gendarme for his father. The whole circular was described as giving a great example of want of discipline, and as tending to disunion among the officers of the Fleet.

The admiral denied finally that there was any engineers' question at all. His point was that the whole body of officers had to be considered, its condition being highly unsatisfactory. He saw nothing for it but homogeneity—amalgamation. The present engineers, he said, possess neither the wide general knowledge that is required nor the full technical ability necessary to fit them to get the best value out of the machinery on board. Not one of them has ever attached his name to any signal progress realised in relation to engines or boilers. Now for the remedy. In the first place, there should be a comparatively small number of very capable and experienced artisan engineers attracted by good pay, and a much larger body of trained stokers and greasers. There would be but one corps of officers for the whole work of the ship, the engineers being specialised as gunnery and torpedo officers now are. They would enter through the "Borda"—the French "Britannia"—or the *école d'application*, where mechanical training would be carried to the fullest extent, and there would be a special engineering school at which sub-lieutenants and lieutenants could specialise. On board, these officers would have exclusive control and management of the engines, and they would take a watch like other officers at sea. It is claimed that by such an arrangement a logical and homogeneous constitution of the body of officers would be

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attained, and the ship would be confided, in all the elements that give it life and conduce to the full exercise of all its functions, to a single body of officers.

These seem to me interesting views, and it will be significant if they have points of resemblance in the plan laid down by the Admiralty Board. The significance will lie in the fact that analogous conclusions are reached in regard to this matter by those who have much experience in the conditions of life at sea, approaching the question not from the point of view of any particular branch of the Service, but with a single eye to Naval efficiency. In France the problem is not, however, complicated by the question of the Marines. It is, of course, apparent that all such changes imply a difficult transition period. Admiral de Beaumont's plan contemplated the investment of the engineers, preserving their seniority, and according to equivalent rank, with the character of executive officers, specialised for engineering. Until they passed a prescribed examination they would neither keep a watch on deck nor exercise any command, but, if they qualified for executive duties, their places would be filled by the promotion of junior engineering officers, specialised for their duties, through holding executive rank. Some other suggestions were made in order to tide over the difficult period of transition. Obviously the number of officers in each speciality would be limited, and thus the choice on the part of candidates would be ruled by the vacancies. The merit of such a scheme is that it proposes ultimately to absorb the engineers in the executives, and to enter all officers through the same channel. It was, in the French admiral's view, as if to the N., G. and T. a fourth specialised branch, the E., were added. The scheme has not yet been adopted; but, after the disclosure of our own Admiralty plan, something analogous is likely sooner or later to be introduced into every Navy.

A FUNERAL AT SEA.

IT is a scene that all seamen are familiar with. A shipmate has died, and his body is to be buried at sea: messmates and pals have taken a farewell look at the cold calm face before the hammock is closed up; two or three shot are tied to the foot of his shroud as sinkers, and he is placed on a gun-carriage in the gangway covered with the Union Jack. The time is usually evening, about five o'clock, when quarters are done with. The bell tolls, and the men are assembled aft on the quarter-deck. Presently the service begins, and the chaplain moves forward to meet the pall-bearers with their burden and escorts them to the gangway. Slowly and reverently the body is borne aft by the messmates of the dead man, and placed upon a grating overhanging the sea.

The service proceeds very much as it would on shore, till near the end, and then the beautiful and familiar words ordained by the Church of England are slightly altered to meet the special circumstances of a funeral at sea. "Forasmuch," reads the chaplain, "as it has pleased Almighty God of His great mercy to take unto Himself the soul of our dear brother here departed, we therefore commit his body to the deep, to be turned into corruption, looking for the resurrection of the body (when the sea shall give up her dead) and the life of the world to come. . . ."

As this sentence proceeds the bearers strip off the flags, tip up the grating, and the body slips forward into the sea with a heavy plunge. A few more prayers, and the service is at an end. The escort are now called to attention, to give the final honours to the dead. "With blank cartridge, load!" "Fire three volleys in the air!" "Ready!" "Present!" "Fire!" The sharp crack of the rifles rings out, followed by the "Last Post" on the bugle after each volley, and the funeral at sea is done.

FUNERAL OF THE LATE CORPORAL WALL, R.M.A.
Chaplain A. C. Moreton reading the service.

"Pipe down," says the commander, and to the shrill scream of the boatswain's whistles the men move quietly off the quarter-deck. It is not easy to give an adequate idea of the scene. The subject is too solemn, and, though one which appeals greatly to the imagination, it does not properly belong to the pages of an illustrated paper. Our only desire in presenting these pictures to the public is to give some idea of the last honours the Navy pays to the man who dies far away from his home and country. Perhaps, too, they may bring some little degree of comfort and satisfaction to those who have lost relatives or friends under similar circumstances.

A funeral on shore is often an affecting and pathetic sight, but a funeral at sea is more so. There is something very grand and very ennobling about it, and it is surely the most fitting close to a seaman's life. The silent, attentive ranks of men, with their bronzed earnest faces, assembled to do honour to a dead comrade are very different from the curious, staring crowds that too often assemble around the grave in the cemetery on shore.

Everything is so silent and the ship so still that the calm voice of the chaplain is clearly heard by all. At the solemn pause when the grating is lifted and the poor body plunges forward to its last rest, there is not a man amongst those assembled hundreds who is not touched, if only for the moment, by the mystery of it all. The motherhood of the sea and the universal brotherhood of seamen are rarely recognised, even by seamen themselves, except at such moments as these, but they have a very real existence nevertheless.

"Under the sea or the soil (what matter?
The sea and the soil are under the sun),
As in the former days, in the latter
The sleeping or waking is known of none."

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THE LAST HONOURS OF THE DEAD.
Firing three volleys and sounding the "Last Post."

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AN INDIAN SCIENTIFIC CORPS.

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BOMBAY SAPPERS AND MINERS.

Types of this notable corps in mufti, full dress, and field service kit.

A very smart and useful organisation are the Native Sappers of Bengal, Madras, and Bombay. They are officered by Royal Engineer officers, and the standard of scientific attainment is a high one. Their war record, too, is extremely distinguished, that of the Bombay corps ranging from Beni-Boo-Ali in 1821, and including nearly a score of other prominent campaigns. The corps has companies at Kirkee, Quetta, Aden, and, just now, at Delhi, the headquarters being at the first-named centre.

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HASTE TO THE WEDDING.

By JOHN BLOUNDELLE-BURTON.

CHRISTMAS is still supposed to be a season of jollity, in spite of Christmas cards and Christmas boxes, indigestion, the children home from school, the Christmas bills, and the unpleasant fact that Christmas Day is also Quarter Day, which you cannot escape any more than you can Death, or, in many countries, a decoration from an appreciative Government or Monarch.

Nevertheless, in a home which had once been happy, but could not now, by any stretch of imagination, be deemed so any longer—a home situated in that "genteel" suburb of London yclept West Kensington—Christmas did not on the occasion in question appear likely to turn out a particularly festive occasion.

The lord and master of the home, Lieutenant-General Smith (retired), had, with his usual lack of consideration, developed a slight attack of gout even before Christmas week and the period of over-eating and drinking had set in thoroughly, while his sad-eyed wife — she had been married to him for twenty-five years and suffered innumerable things!—wept copiously, even as she ordered the holly and the mistletoe from the local greengrocer. As for his daughter, the beautiful and stately Miranda Smith, the belle of all the local town-hall balls and subscription dances, she either sat in silent solitude in the fastnesses of the drawing-room and glowered at her respected father if he dared to show his nose at the door, or said to her other parent, "Mother, do leave off crying in that ridiculous manner! Crying won't do any good," or went for a walk in Kensington Gardens, where she was promptly joined by a very good-looking, close-shaven young man, dressed in the height of fashion, who himself presented an appearance of unutterable woe.

Now, given the General's gout and chronic irascibility, the tears of Mrs. Smith, and the glowerings and captiousness of the beauteous Miranda—while remembering that the Christmas pudding had as yet only received its first boiling, that the mince pies were not yet baked, nor the turkey ordered from the Stores, and the perspicuity of the ordinary young men and maidens of the present day—especially of the latter—will at once decipher the fact that it was *Love* and *Love* alone which could be causing all this turmoil in No. 99, Chrysanthemum Road, W. And so, indeed, was the case.

"TAKE THIS THING OFF."

Miranda loved the woeful-looking young man of handsome appearance, who, outside his dolefulness and good looks, was a flag lieutenant on leave. But her father had a rich brother who had promised to leave Miranda all his fortune if she would only consent to marry another rich man whom he had selected for her, and Miranda had at last given a half-hearted consent, for the sake of "peace and comfort," as she said to her mother, and "to quiet your awful temper," as she said to her father. *Hinc illæ lachrymæ.*

"But, darling, I shall go mad," the young flag lieutenant, Charlie Gordon, said, the last time he had met her, "stark, staring, raving mad. Think! Just think! You are to be married on New Year's Day. How shall I feel on that day to think of your being given away to that blessed old tallow-chandler" (only Charlie didn't say "blessed").

"I can't help it, I must be married." Miranda replied. "You know father's shocking temper. And—by the way, dear, Josiah isn't a tallow-chandler but a rich merchant, who makes his money in the Muscovy oil trade—and—and—well, perhaps, Josiah will die soon, or I shall, and then it will be all right."

"Will it! Not if you die. It won't be all right for me, then," Charlie said, trembling at these dire forebodings.

"It's father's dreadful temper that has done it—and his avariciousness. Oh! he *is* avaricious! You wouldn't believe it! He can't bear the idea of my losing uncle's money and Josiah's, too."

"I shall go to China," Charlie said, after having favoured another personage now with a blessing. "There's some other war on now—I forget what it's about—and if that doesn't kill me, a month or two of life at the Shanghai Club will. It's all right. Then, when you and I and the—the—Muscovy oil chap are all dead, your father will be happy."

Yet no one was happy during the passing of this Christmas. No one! Not even the General, who ought to have been, since he had succeeded in making everyone else about him thoroughly unhappy. While his grisly jokes, varied by saturnine allusions to the great future before Miranda, relieved by some ghastly shakes of his head—which deceived no one—over the ill-health in which his poor brother was now reported to be, were more painful to bear than his ill-humour. For the General had not seen his brother for twenty years, and he had always hated Joe for being much better off than he was.

No! Miranda could not be comforted even at the sight of the wedding dress or the whole trousseau, nor by the wedding presents, nor the £100 cheque which Uncle Joe sent her dated January 1, which would be the wedding day, nor by anything—not even the pair of sugar-tongs and the little cream-jug which her father gave her.

And now the 1st of January was at hand. Already the joyful bride-groom, aged sixty-one, was installed at a fashionable West End caravanserai; already Charlie Gordon was pacing about the streets disconsolately, and already poor Mrs. Smith was weeping more and more copiously, and folding Miranda to her arms in odd corners, and on the first-floor landing and in the breakfast-room; while Miranda herself, dark browed and forbidding of aspect, dreadful to behold as either Clytemnestra or Medea, yet still beautiful as Juno, moved stonily about the house and counted the hours ruthlessly.

But the 1st of January came, warm and muggy and quite in opposition to all our accepted notions of a New Year's Day, as befits our noble climate.

It came, and Miranda, still hollow-eyed and haggard, yet firm and determined, was being thrust into her wedding dress, or having the wedding dress thrust on her (a mere male may be excused his lack of knowledge of such things), the General had forced himself into his frock-coat, and Mrs. Smith wept.

Then, as Miranda still sat in her room, turning up a scornful and contemptuous lip at the wreath which was now to adorn her superb brow, there came a tap at the door and the voice of the General, asking if he might come in, was heard.

"The summons to my execution!" Miranda muttered to

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herself; but aloud she said, "Oh, yes! come in." And the General came in.

With a somewhat stage-like kiss—he was always a little ponderous!—he anointed his daughter's forehead; then he held out a business-looking letter towards Miranda and said: "It is from Wilkins and Habendum, your dear uncle's lawyers. Perhaps—it may be—that—that—dear Joe—he was always good and kind—has supplemented the little cheque he sent you. I did not think it was very handsome for him—so very well-to-do, you know—and—and it might be—well!—a little settlement; who knows? He was so pleased that you had consented to marry dear Josiah. Shall I open it and read it for you, dear?"

"No; give it to me."

Then, before Miranda had read five lines, she uttered an exclamation—the General said afterwards it was "one of womanly pity and dismay"—and exclaimed to the maid, "Take this thing off," while glancing down at her wedding dress. "And throw that in the fire," pointing with a menacing finger at the wreath. "Uncle is dead," she said, addressing her father. "He had a stroke or apoplexy after supper two or three nights ago; and—and," reading from the letter, "he has left me all his fortune——"

"He was always the best, the noblest of men," the General said, with his handkerchief to his eyes. "With what brotherly pride I always watched his career——"

"If I marry Josiah," Miranda continued. "If I do not get ten thousand pounds, and his fortune goes to——"

"Yes!" the General gasped.

"The orphan homes of London."

"A heartless, unnatural fellow, who thought nothing of his own flesh and blood! However, we will checkmate him yet. Thank Heaven, you love Josiah!"

"I hate him! I loathe him and his old oil cans," Miranda said. "I will never——"

"But, my child, my child, the fortune!"

"Can go to the—orphans. As for me," Miranda continued, "I will take the ten thousand pounds and marry Charlie Gordon."

Which she did.

COLONIAL NAVAL VOLUNTEERS.

Photo. Copyright.

THE PETONE NAVAL ARTILLERY (VOLUNTEERS).

A little sport in Ship Cove after the day's work.

THAT love of the sea, that thirsting for salt water, which is the Briton's most priceless heritage, the glorious heirloom which has been handed down from generation to generation, is not less strong to-day than it was in the time of Drake and Frobisher, Collingwood and Nelson. And in the breasts of the Colonists it is as strongly implanted as in those of the homesters. The Colonies have not yet, and indeed are not so far in a position to maintain, strong navies of their own, so that the desire for service afloat has to be satisfied by the formation of Naval Volunteer corps. That these corps are of sterling worth has been more than once demonstrated of late years, notably in South Africa and in China. The training received has enabled those members of the corps who joined the various Colonial contingents despatched to the seat of war to take a foremost place among the regular soldiers, and their strong sense of duty, no less than their splendid fighting qualities, has enabled some of them to earn commissions, and in one case a V.C.

What effect the formation of branches of the Royal Naval Reserve will have upon the recruiting for these Volunteer corps remains to be seen, but if all the corps have so jolly a time as those of the Petone Naval Artillery (Volunteers) which we illustrate this week, they should be sure of full complements. This corps is part of the Naval Brigade which has its headquarters at Wellington, New Zealand, and has multifarious duties assigned to it, the chief being fort-manning or garrison work. The men are also exercised as infantry in the field and once a year, in addition to the ordinary weekly drill, each company goes into the works of defence for a course of gunnery extending over a period of sixteen days. A competitive practice is held during this time, and the highest figure of merit carries with it a distinctive badge to be worn by the men for one year. The detachments fire from 6-in. breech-loading (hydro-pneumatic) guns, at a moving target towed by a steamer. In an annual course just completed the Petone Navals put up a record for the Colony, making thirty-four hits in thirty-five shots in twenty minutes, the range varying from 1,700-yds. to 2,000-yds. Surely this shooting should satisfy the most captious of captious critics. Among the members of the corps is Lieutenant Hardham, the only New Zealander who won the V.C. in South Africa, and during the tour of the Duke and Duchess of Cornwall and York (now Prince and Princess of Wales) the corps supplied a guard of honour when Their Royal Highnesses left Wellington. We hope in future issues to be able to refer further to the excellent work of this corps, which deserves the highest praise for its gallant work. For the present we must content ourselves with these few words of commendation. Those of our readers who know New Zealand (and they are not a few) will know the Naval Brigade, and when we come to deal with the delightful cruise the corps enjoyed among the historic waters of Queen Charlotte Sound will wish themselves back again in the land of the Maori.

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FIELD SERVICE AND PARADE.

Photo. Copyright. *Ball.*

TWO SORTS OF SMARTNESS.

Coldstreamer bugler and drummer in peace and war kit respectively.

The recent return of the Guards from South Africa emphasises the fact of which this picture is an indirect object-lesson. Famed all the world over for a parade smartness and steadiness unsurpassed in the best Continental armies, the Guards have always shown themselves no less conspicuous patterns of fighting efficiency, and never more clearly so than in the weary war just ended. They may not always have been able to preserve on the veldt the spick-and-spanness of the drummer in the picture, but, whenever possible, they certainly demonstrated the value in battle of the smartness that comes from drill, discipline, and self respect.

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"A MERRY CHRISTMAS!" shouted the officer, who had been dropped from the advance guard to hold the mouth of the Tangi (pass), to the transport officer struggling with his mules in the river-bed.

"A merry Christmas and many of them!" the transport officer made answer. "But if I am to have this sort of thing as a sequence, I'm off Christmas in future. They are having a deuce of a time with the rear guard. Poor devils, it aint much of a Yuletide for them."

"Cheer up!" came the answer. "It will all be over the other side of the Tangi, and then we shall be within reach of the English mail; it arrived in Peshawar two days ago."

The transport officer passed on into the defile, while the cheery Sikh officer hailed greeting to each of his acquaintances as passed him in the backward trend of the brigade. The force was a brigade returning from the destruction of the main village in the Bazar Valley. The track which the column had perforce to follow was the dry shingle-bed of a watercourse, a channel which for nine months in the year could be used as a road, but which during the other three was the seat of a mountain torrent. The watercourse followed the lie of the valley, which was bounded on the one hand by a great pile of ironstone rocks, destined ultimately to form one parapet of the Khyber Pass, while on the other they heaped in magnificent succession until they became the awe-striking battlements of the Bazar Valley; the Surghar Range and Safed Koh—home of the wild Zakka Khel Afridi. The force had spent one night in the Bazar Valley, the same valley in which General Maude encamped when he was protecting the communications during the Afghan War, and, according to the *Gazetteer*, "spent an unpleasant night." We had been more fortunate. It may have been the boisterous weather, or the rapidity of the advance, or perhaps the knowledge of the duties of outposts which the force had picked up in Tirah, but when we camped in Chena, the main Zakka Khel stronghold, the truculent inhabitants had more or less left us alone. The morrow had seen Chena in flames, including the dirty domicile of the Mullah Inrez, the political divine who was destined to lose his life in this frontier war. And now the force was returning. Back to the Khyber, Jumrud, and India. From the more open valley the advance guard, followed by the main body, had passed into the Tunda Tangi (cold pass), a deep slit in an immense slab of granite, a wonderful natural rock formation which has just missed being a tunnel. It conveys the impression that the great pancake of stone, which is several hundred yards across, had been snapped in half, and the slabs bent up so that the remaining fissure is almost closed. The defile formed is of peculiar construction, and the percolating moisture produces a very low temperature in its interior. Yet its sides are beautifully overgrown with moisture-loving plants, ferns, mosses, and lichens, and, what is more peculiar, ferns seem to flourish there in midwinter.

The Zakka Khels of Chena, who, when they found the British force evacuating their valley, had, as is their wont, closed in upon the rear guard, only pursued as far as the Tangi. As the last companies of the force disappeared into the bowels of the Pass, the Sikh officer had to abandon his cheery humour and devote his attentions to the more serious work of war. For just five minutes a party of tribesmen, bolder than the rest, tried to oust him before the covering party from the rear guard regiment relieved him. Five minutes of dodging Martini bullets and then the Mountain Battery came to his assistance with shrapnel. The force disappeared into the ravine, the pickets retired along its upper crests, and the Zakha Khels gave up the pursuit. In two hours the force was encamped at Chura, two marches from Peshawar, and for the most part was worrying about the chances of a Christmas dinner and mail.

Chura differs little from the usual run of Pathan villages. It is a collection of flat-roofed mud huts, the majority of dwellings possessing their own defence towers; square, loop-holed, three-storied edifices, necessary refuges in this country of tribal differences necessitating a constant settlement in blood. Now it was agreed that the subordinate staff officers of headquarters staff should pool their commissariat and dine together. By this means a very creditable dinner was in prospect. But it lacked fresh game, and the Sikh officer, casting the matter over in his mind, discerned a movement at the summit of one of the more distant towers. "Gadzooks!" he said to his accomplice and coadjutor, "the very thing. Pigeon entrée!" And the two went forth to prospect the hunting ground. After due consideration it was agreed that if one of the conspirators against the lives of the pigeons were to climb up into the top of the turret, and wait until it was dark, he would be able to catch the birds as they settled down to roost. With much labour and considerable peril to body and limb this was accomplished, and five very lean and scraggy pigeons were eventually captured and handed over to the tender mercies of the native cook.

It was a strange meal, that clubbed Christmas banquet in the crude outhouse of an Afridi Malik's mansion. The table was set for ten, and the cunning native servants had contrived some floral decorations, ferns culled from the Tunda Tangi and paper flowers from a box of crackers found in somebody's kit. The board was fashioned with folding camp tables—three placed on end—and a clean muslin turban, belonging to one of the servants, was spread as table linen. The plate and cutlery was of the Wilkinson-Army and Navy Store denomination; most of the guests brought their own in their pockets, and presented themselves with a tin pot and plate in their hands. Candles in bottles furnished the illumination until the signalling officer produced a lamp. But if the appointments were crude, the food was extraordinarily good. The Indian cook is a wonderful fellow. As an emergency cook he has no equal, and if you give him enough capers, flour, Worcester sauce, and tinned meat, he will not disappoint you, no matter the want of culinary apparatus. We had a dinner of eight courses that night in Afridi Yagistan, drank champagne, brandy, whisky, and green Chartreuse, the *pièce de résistance* being three plum puddings of the tinned species. Holly was lacking, but someone who had a wife or sweetheart in Simla had been sent a sprig of Himalayan mistletoe, and it nobly did Sir Red Berry's duty.

And what an interesting group sat round that Christmas board! For the most part young men with the best of life before them. Although they were enveloped in *poshteens*, and had Balaclava caps pulled over their ears—for it is cold and windy in the precincts of the Khyber at Christmastide—you could see that they belonged to that class who are worthy descendants of the men who did India's Empire-building and were now engaged in the even more responsible task of Empire-keeping. Strange as it may seem, when the chances of the soldier are considered, to the best of my belief every one of these men is alive this Christmastide. Two, at least, won distinction in China; others followed the fortunes of war in South Africa; one turned explorer, another hied him to Egypt and the Nile. But all have lived and prospered.

The fur-coated Sikh with the green and yellow flap to his *loongi*; the miserable, whining, faithful *draby*; the Staff Corps officer of solid worth, all fade away into the dim distance of the past. It is another theatre, another Christmas circumstance. Musty towers and biting cold are gone, and in their place the soldier lies sweating in his waterproof sheet, with his head against a traverse and his feet deep down in a covered way. He is sleeping the sleep of the dog-tired workman. All day has he plied the pick, without the skill but with all the effort of the navvy. Half the night has he crouched in the advanced works staring into the indefinite haze of night; doing duty in the outpost line that his comrades, tired like unto himself, may sleep. Such was his Christmas Eve. Doubtless he thought of home on his seemingly endless term of sentry-go, thought of the workman's flat in the East End, the artisan dwelling in the provincial town, or, may be, the cottage in the country, the old folk, the children, the holly and Christmas cheer. Here in the besieged town there is little to stand by that

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comparison, and the man, as if to emphasise this fact on waking, involuntarily tightens his belt.

That for the men, but how about the officers. In the circumstances there was little to choose between them. Officers and men shared alike—the same food, the same duties, the same fatigues, and the same shelters. Some few of the staff, it is true, or departmental officers were able to live in houses in the town, but they did so at their own personal risk, for it was a Christmastide when men were glad to avail themselves of the homely shelter of the bombproof. The writer lived in one of these houses. He had gone to bed on Christmas Eve strong in the conviction that the enemy would respect the tenets of international Christmas law. He awoke to be aware that it was daylight; his window faced the main street of "dusty little Ladysmith," and the Gunners exercising their horses had awakened him. The drivers as they passed his windows were even whistling "carols," and wishing each other the "Compliments of the Season." Then suddenly the ever-watchful bugler in the lines of the Natal Carbineers gave note to the fateful call, "Right about wheel! Right about wheel!" and the sound of the bugle was echoed by the falsetto voice of the self-imposed watchman who gave warning to the Indians in the commissariat depôt, "Khabardar! Khabardar!" There was to be no truce. The gunner on Mount Isimbulwana had pulled the lanyard, and the 100-lb. projectile was worrying its way into the town. The bugle and the watchman gave us eleven seconds' grace. Then, with a rush and a roar, making as much noise as an express train in a tunnel, the great bomb came crashing into the town. A thud, and then a mighty explosion which shook the earth, and all was over. Not, however, in this case. The sash in the writer's room was torn from its socket, the room filled with dust, gravel, and "macadam" from the roadway. Whether the gunner had aimed his round, or had emptied the breech upon the chance laying of the preceding evening, it is impossible to say, but this shell had pitched plumb into the middle of the road where the battery horses were exercising. Unfortunately, it had taken a driver with it. Poor fellow, his last Christmas had dawned! And so the bombardment went on, sullenly, for the most part harmless, sometimes picking up a life or two, and once or twice doing vicious damage.

We cannot talk of a Christmas meal in Ladysmith, but we can make reference to the generosity of the gallant Hunter, who, having a small store of provisions, divided it among the messes which were most in need of support. We know of one mess which, if it had not been for General Hunter's gift of a ham, would have had no other fare than ration beef and biscuit.

But there is one Christmas scene which those in Ladysmith who were privileged to see it will never forget. It was the children's party, organised and financed by Colonel "Frankie" Rhodes, Major "Karri" Davis, and Colonel Dartnell. Two weeks before these officers had bought up every toy that was to be found in the town. By home parsimony, liberal purchase-money, and self-denial they had collected enough sugar and flour to make a show of cakes and sweets, and with this main attraction they invited the 200 odd siege children to a party. The schoolhouse had been cleared and decorated, three Christmas trees were improvised, and to this "lighted hall" in the midst of "darkness" the children and their mothers came. One can hardly say that it was a pleasant sight, since the women and children looked so ill, scared, and worn. Many of them, it must be remembered, lived in burrows in the river bank; all were more or less starved, and a great terror bred of heavy ordnance had not failed to leave its mark. But Christmas was at least a bright spot in the dark days of that terrible siege, of which the worst was yet to come. Alas! many of those little toddlers who were delighted with presents that evening were to fade away before the great curtain rolled up from this pitiful setting to the drama. But it was a unique circumstance, and the name of three hosts will dwell long in the memory of those who cherish a recollection of the Story of Ladysmith.

TOMMY AND THE FESTIVE SEASON.

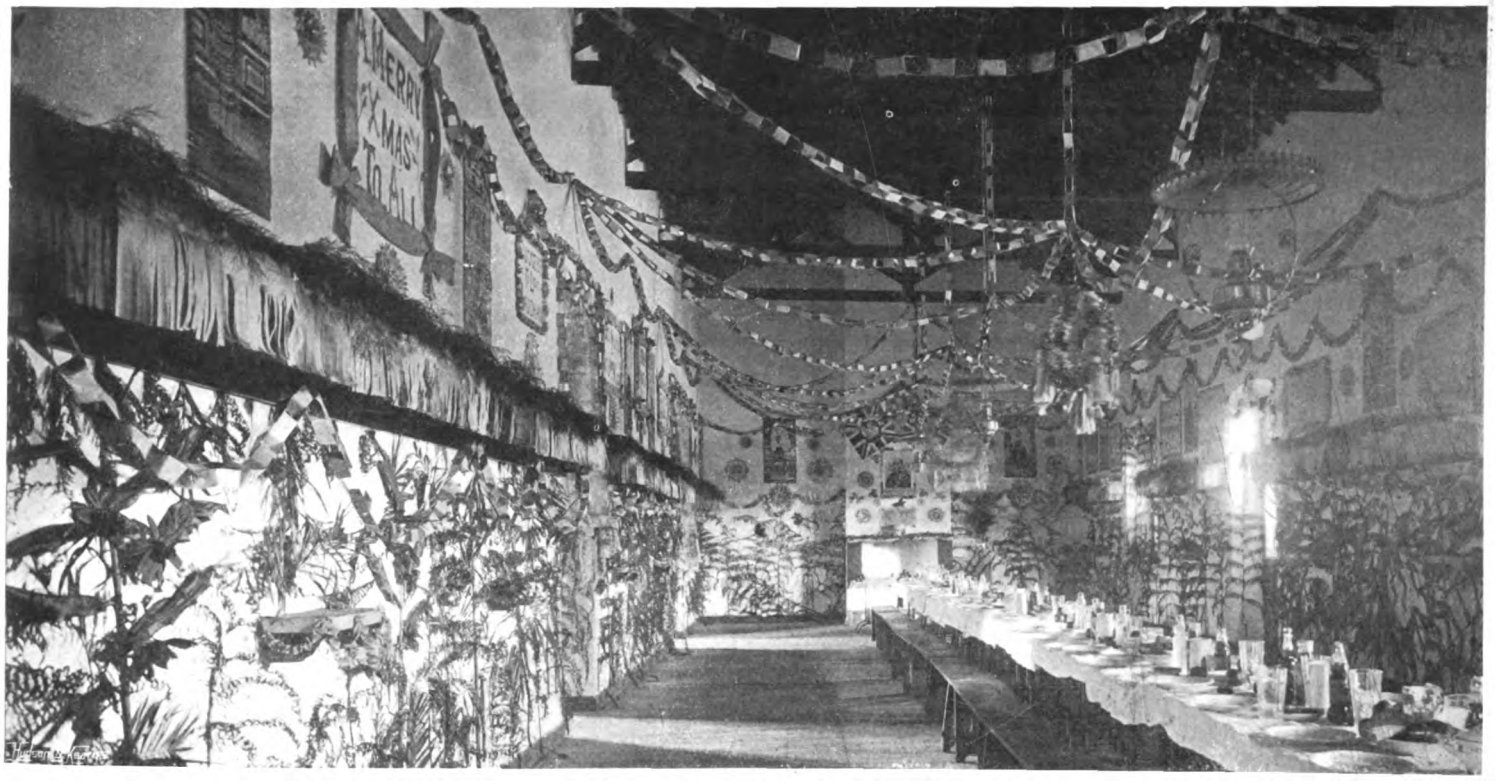

Photo. Copyright. *"Navy & Army."*

FORESHADOWING A JOLLY CHRISTMAS.

Tommy is a good hand at putting up decorations, as this picture shows.

CHRISTMAS is a time to which Tommy Atkins looks forward with great eagerness, and whether he be on active service, at home, or garrisoning some distant corner of our Empire, he makes the best of things and adapts himself to circumstances, and is generally able to spend a good time. When he is quartered in barracks, some time is spent in decorating the barrack-rooms with paper chains and the usual floral designs. There are generally to be found in a regiment several men who have somewhat artistic tendencies, and these by common consent are elected to superintend the decorating arrangements, and the authoritative airs they put on in consequence are very amusing; they issue orders which at ordinary times would be sufficient to cause their being put "out of action," but which, in view of the good work they are doing, are carried out by their comrades with the utmost good humour. Jokes and friendly repartee are always flying about, and should a man who is stretching on tip-toe from the top of a ladder to reach a certain nail happen to fall, his misfortune is met with roars of laughter, and such remarks as "I didn't see you do it. Do it again." Mottoes are hung round the room, flags (borrowed from the Ordnance Stores) are draped about, and altogether a very pretty effect is the result.

Then, when the great day comes, what a glorious time is spent! Good-fellowship reigns supreme, and everything goes merrily. The strict military discipline is somewhat relaxed, and Tommy is allowed to invite sweethearts and friends to the dance which is generally held in the evening. In fact, a Christmas spent with Tommy Atkins is not to be despised.

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THE BOATSWAIN'S TOOTH-BRUSH.

A STORY OF THE SEA.

By CHARLES GLEIG.

BOY MEARS, third-class domestic, joined the ship at Sheerness, with a strong Cockney accent and a battered pair of boots, fastened up with string. He shipped as Warrant Officers' Steward, and his belated advent restored transitory peace and fleeting joy to Mr. Bangs, the Boatswain. For in those days (this happened some thirty years ago), warrant officers of the Royal Navy suffered seriously over the servant question, owing, perhaps, to the fact that the full pay of their steward was but 1s. 3d. a day, *plus* rations. Up to the eve of sailing, Mr. Bangs and the Gunner had been servantless, and, although they soiled as little crockery as possible, they had found it undesirable to use plates more than three times without washing up. Knives, too, had a way of getting stained and rusty unless polished once a week or so. Mr. Bangs confided to me that he never would have believed, but for his own experience in the matter, how difficult it was to get congealed fat off a dinner-plate, even with the aid of a scrubbing-brush and an old singlet torn up for dish-clouts.

The Gunner, who was of an inventive turn, held that the washing up difficulty might be overcome by science, but Mr. Bangs, who was behind the age, objected to the method. "All they need do," said the Gunner, "was to construct a special dinner-table with a marble top, like a toff's wash-stand. A well in the centre would hold soup, meat, or duff, whilst shallower wells round the sides could represent plates. There was to be a sort of gutter," he explained, "to drain off superfluous gravy, ending in a spout and bucket." But the most ingenious feature of the novel dinner-table was the very thing that decided Mr. Bangs against it. He was damned if he could stomach—so he said—the idea of swabbing down the table, between the courses, with a sponge secured to the corner by a string. We midshipmen were much impressed by the Gunner's invention, and advised him to patent it. The fact was that Mr. Bangs had grown over-sensitive and refined through serving in harbour ships; and, as I say, he was a little behind the age.

With the arrival of Boy Mears the domestic problem was solved. The Gunner ceased to dwell upon the merits of his invention. Mears, who found his own dish-clouts—where he found them is another story—was left to grapple with the dinner grease after his own methods. Boy Mears was a lanky youth of seventeen, impervious to dress regulations, a slattern to the backbone, a son of the slums. In public life he soon became popular; but I can well imagine that he was a trial to Mr. Bangs and the Gunner, since his private habits were far from being clean, tidy, or restful. The crash of breaking crockery frequently proclaimed his carelessness or clumsiness; he dropped much grease about the decks, thereby jeopardising the First Lieutenant's promotion, and his clothes nearly broke the heart of his divisional officer. These offences, indeed, caused Boy Mears to spend most of his leisure under punishments which were totally unavailing. He meant well, but the ways of the slums were deeply ingrained in his buoyant nature. Clean bedding, he confessed, seemed to disturb his rest; and he could not enjoy a check shirt until he had worn it for a month. Yet his heart was in the right place. There was no vice in Boy Mears, nor did he ever rob his masters of so much as a sardine.

By the time we reached Hong Kong the cup of his light-hearted iniquity was full. He had become what is called "an habitual offender," which means that a long series of minor offences had worn out the patience of his superiors. There came a day when the Captain had to warn him that he had reached the end of his tether. The next offence, said the skipper—unless, indeed, Boy Mears held a clean record for one clear month—must result in his discharge to the shore. This peril seemed to sober the lad. During two whole weeks he succeeded in keeping out of the black list. Then came his crowning offence.

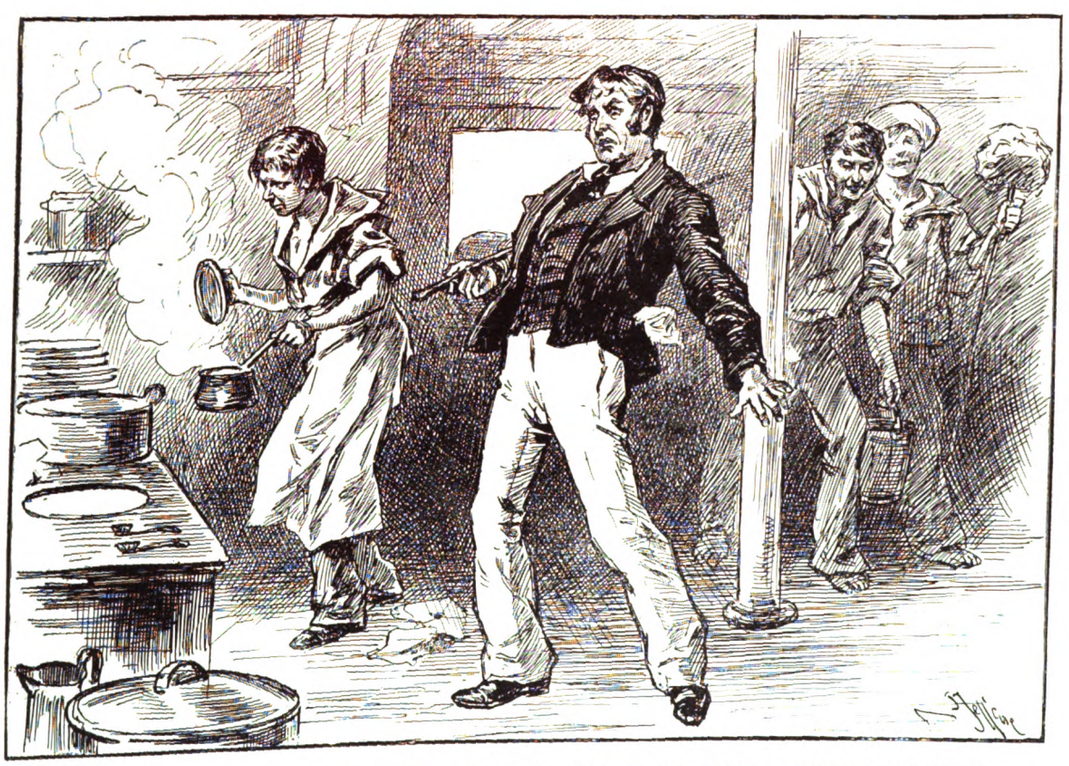
"Yes," said Mr. Bangs, as we sat smoking one evening, "that Boy Mears will have to go before the Captain again to-morrow morning."

"What's his latest, Mr. Bangs?" I asked. "Couldn't you give him one more chance?"

"Well, I'm about fed up with him," said the Boatswain. "Take him by and large he's fairly truthful, but to-day he told me a lie. It was this way. Afore we left Blue Town I had a touch of the toothache, and my daughter, who's had the education of a lady, if ever a girl had, she says to me, 'Dad,' she says, 'what you wants is a good stiff tooth-brush.'

"'Whatever for, my dear?' says I. 'I don't hold with these new-fangled ideas,' I says.

"However, she got her own way, like the wimmen generally do, and made me buy a couple of new tooth-brushes in a chemist's shop in the town. Sixpence each I gave for them, and the chemist said as he allowed they'd last me through the commission. The pain went off directly after I'd bought the brushes, and I couldn't help thinking I'd wasted a shilling. It's like washing a dog; if you once start tooth cleaning you may have to go on with it. If you never start, you don't feel the want of it."



"THE FIRST THING TO CATCH MY EYE WAS THEM TWO TOOTH-BRUSHES."

He paused, but no one contradicted him. In the presence of experience, theory should be silent.

"I put them away in a drawer," resumed the Boatswain, "and never thought no more about them till this morning, when the toothache came on again pretty stiff.

"So I thought I'd have a go at the bad tooth, and I looked for the brushes. I couldn't find them anywhere, and I says to Boy Mears, 'Where are those tooth-brushes, my lad?' 'What tooth-brushes?' says he. 'Didn't know you 'ad none.' Somehow or other, continued the Boatswain, I thought he was lying by the way he answered me, but I let it pass, because, just then, the pain eased down considerable and put me in a good temper. About six bells, when I happened to be passing the galley, I looked in to ask how our pea-soup was going on, and the first thing to catch my eye was them two tooth-brushes, set to dry on top of the stove. I tumbled to the little game in a moment. That Boy Mears had been using them brushes all along, and he'd put them to dry on the stove, so as to make the bristles stiff. In the dinner-hour, sure enough, I found them put back in the drawer, wrapped up in the bit of paper from the shop."

I had to confess that Boy Mears had gone too far in using the Boatswain's tooth-brushes.

"No, sir, that isn't the point," said Mr. Bangs, earnestly. "If he'd asked my permission, I'd have lent him the brushes and welcome. What angers me is the lying."

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MILITIA RECRUITING PAST AND PRESENT.

By CENTURION.

IT would be easy to fill a whole number of NAVY AND ARMY ILLUSTRATED with pictures and letterpress descriptive of the early days of the Militia. All the more difficult is it, then, to compress within the limits of a single page an instructive allusion to the extremely interesting picture here reproduced, it is believed for the first time in any periodical. All that is possible is a brief glance at the "then and now" of recruiting in the Old Constitutional Force, of which we are so justly proud, and which has so lately given fresh evidence of its value in South Africa, in Mediterranean garrisons, and as the only real reserve behind the Regular Army which we possess.

Recruiting for the Militia is nowadays intimately associated with that for the Line. In the great majority of cases the Militia recruit presents himself at the depôt of a territorial regiment, and after being duly examined and attested goes through his preliminary training at the depôt in company with numbers of other youngsters who have enlisted for the Line direct. Sometimes he himself, after a short career in the Militia, enlists into the Line; but in any case his early experiences are mostly those of a Line recruit, and the method of getting him and enlisting him is also, practically speaking, identical.

In the very old days, of course, there was no question of "capturing" Militia recruits. Service in the Militia, or, as it was called, the Fyrd was compulsory, and the obligation covered all ages between sixteen and sixty. The possession of five hides of land rendered the owner liable to thegn's service, usually as a mounted man or officer, and every five hides of land was expected to produce some sort of militiaman who might be called out for a period not exceeding two months in the year. How Militia service became less and less compulsory, and how gradually the able-bodied citizen was allowed, in lieu of personal attendance, to pay taxes, which went towards providing stipendiary substitutes, is far too long a story to be dealt with here. But we may profitably direct a passing glance to two important periods in the history of the Militia, namely, the Peninsular War period, of which our picture affords a striking illustration, and the middle of the preceding century, when it is quite possible that scenes almost exactly similar were of everyday occurrence.

A HUNDRED YEARS AGO.

How Militia recruits were procured in Wellington's time.

From a Caricature after Bunbury.

The Militia ballot was introduced in 1757. In this year the old obligation to which owners of property were liable for supplying so many men, horses, etc., was given up, and counties and parishes had to provide a fixed quota, service by ballot being rendered obligatory. In 1758 voluntary enlistments were allowed to count towards the quota, and, later on, it was only in the event of a deficiency of volunteers that the ballot was taken up. In 1759 the Militia was brought into great prominence by the absence from England of most of the regular troops in the Seven Years' War, and by the threatening prospect of French invasion. Considerable enthusiasm was evinced, and a number of county regiments were raised and embodied.

The great historian Gibbon became a Militia officer in June, 1759, and a most interesting account of his service with the Hampshire Militia was given some years back in *Macmillan's Magazine*, by Colonel R. Holden, in a sketch entitled "Gibbon as a Soldier." In this excellent little contribution to the history of our Army attention is drawn to the ultimate value of such raw country lads as are shown in our picture, especially at a time when the ranks of the Line were filled by the scum of the population, among which were many gaolbirds of the vilest sort. The country yokel may have been, even as he sometimes is now, a little deficient in smart intelligence, but his simplicity, steadiness, and physical vigour rendered him well worth the trouble that it was usually necessary to take to induce him to enlist voluntarily in his county corps.

During the Peninsular War the Militia garrisoned the United Kingdom, and recruiting operations must have been carried out with very great energy to judge by results, for Lord Castlereagh, speaking in Parliament in 1813, stated that, in addition to its garrison duties, the Militia had during the eight preceding years furnished 100,000 men to the Army (or two-fifths of the total men raised for the Army), and, after paying a high tribute to the force, he added: "Parliament ought always to bear in recollection that it is to the Militia we owe the character we bear in military Europe, and that without the Militia we could not have shown the face which we have done in the Peninsula."

Since the year following Waterloo, in which battle the Militia was largely represented by men transferred to Line battalions, the Militia ballot has been suspended, although the law on the subject has never been repealed.

It is pleasant to think that national emergency has always stimulated recruiting for the Militia, as, indeed, for every branch of our Army. Above all one likes to picture the men who have been all their lives associated with the land coming forward readily and offering themselves as defenders of the land. Bumpkins they may be to outward appearance, but they are of the very best the country can produce in respect of those sterling qualities which go to make the national character.

Let us not, then, be too prone to laugh at such caricature presentments as that in our historical picture. There is another side to even Militia recruiting, the seriousness of which is all too apparent to those who study the signs of the times, and who would be thankful if the rustic yokel of to-day would come forward for military service as readily as he has done at not a few momentous crises of our national history.

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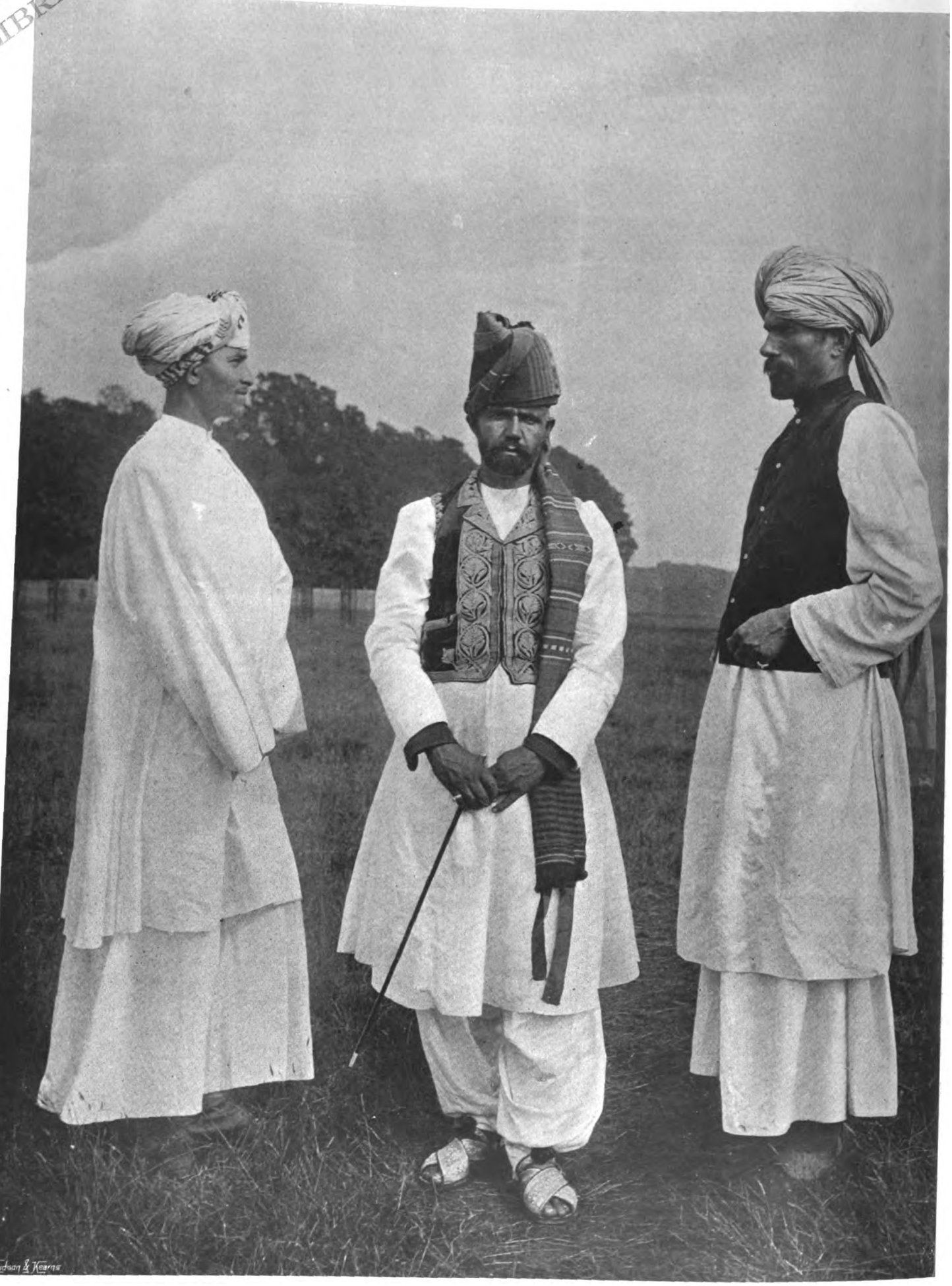
FROM THE LAND OF THE FIVE RIVERS.



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THE 1ST PUNJAB INFANTRY.

A subaltar and two privates in undress.

The 1st Punjab Infantry, now stationed at Dera Ismail Khan, is a regiment of the Punjab Frontier Force, which took a distinguished part in the Siege of Delhi in 1857, and again in the earlier stages of the Afghan War of 1878-80. It is composed of two companies of Afridis, one of Yusafzais, one of Khattaks, one of Punjabi Mussulmans, two of Sikhs, and one of Dogras. The uniform is dark green with facings and pipings of scarlet. The 1st Punjab Infantry may be described as a typical Frontier corps.

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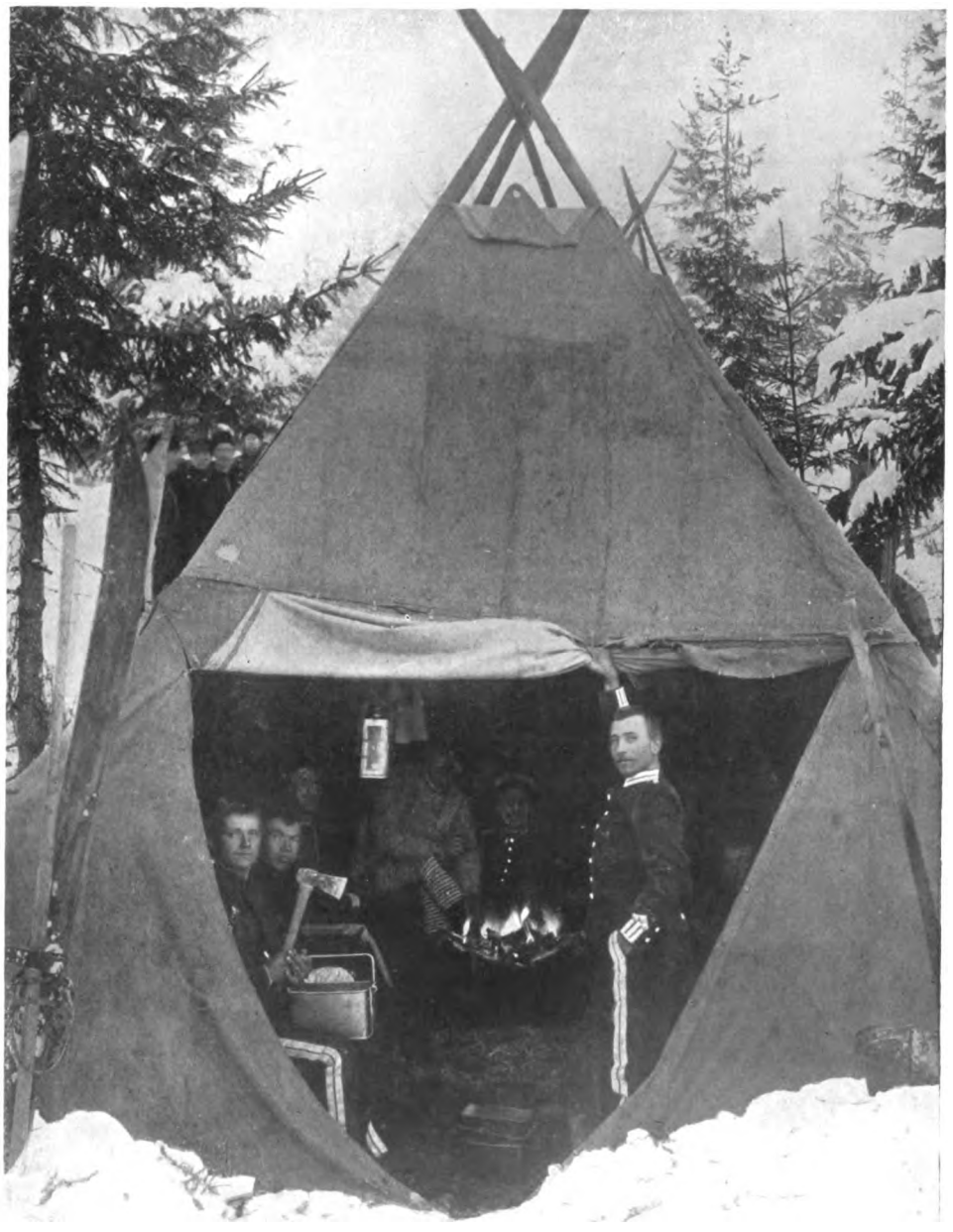
WINTER MANŒUVRES IN NORWAY.

IN Norway, as in the majority of European countries, compulsory service is the order of the day, but it is of somewhat recent introduction, as it was only adopted in the eighties of the last century. It is, moreover, a very modified form of conscription, and one which should commend itself to the most vigorous opponents of the system in this country. All able-bodied men, except clergymen and pilots, are under obligation to serve in the Army from the ages of eighteen to fifty. The recruit is not, however, enrolled till he has reached his twenty-second birthday, and his name only remains on the Army List for sixteen years. The Norwegian Army is organised in three independent successive bands ("opbud"), known respectively as the Line, the Landvern, and the Landstorm. The first six years are served in the Line, another period of six years in the Landvern follows, and finally the remaining four years are passed in the Landstorm. From the time he leaves the Landstorm (*i.e.*, from his thirty-eighth birthday) until he is fifty years of age every man is liable to military service in the event of its being necessary, but these reinforcements are not organised in any way, nor are their services often required. It will thus be remarked that the Norwegian system is closely allied to that which obtains in Switzerland, but the yearly training is longer, and more are exempt from service in the latter country. A peculiar fundamental law of the Norwegian constitution prevents the Landvern and the Landstorm from serving outside the country. The only troops which can be called upon to serve abroad are those in the Line. Thus if troops were required in Sweden or elsewhere, there would still be a strong, ready-trained force left in the country to act on the defensive if it became necessary.

The military training of the conscripts is carried on similarly to that of our Militia. There is no long barrack service and no putting up in towns. All the training is done in camp, and everything goes on exactly as if a campaign were actually in progress. In the Infantry of the Line the first year's training period of forty-eight days is passed in drilling and learning the routine. The next five years the infantry only serve twenty-four days a year, while in the Cavalry and Artillery, who serve seventy days in the first year, twenty-four days is also the time served the following years. On being relegated to the Landvern or Landstorm the number of days for service is further lowered to twelve per annum. Thus an infantryman only does some five months' training the whole time he is in the Line and a cavalryman about seven months. Nevertheless, the men are quite as well up in their work as those who serve from two to four years right off at a stretch in other countries. This is a natural consequence of the style of training they undergo every year, for it is well known that an ounce of practice is worth a ton of theory, and it is to practice that the Norwegian Army is accustomed, not theory. That the Norwegian soldier does not have any too easy a time of it during his manœuvres is apparent from our illustrations. Besides being a soldier he has to be a mason, and very creditable houses he builds, too. We have all read of the marvellous skill with which the Esquimaux build their houses of snow in the winter, and from them the Norwegian has learnt a lesson. No one needs to be told that nothing can equal a snow house for warmth, no matter how low the temperature may be below zero and no matter how fierce a fire may be burning. And so, tired and hungry after his hard day's work, he seeks shelter from the cold in just such a little hut as we see in course of construction, and there prepares his evening meal. That done, he may go to sleep, or if it be his night on sentry go, he leaves the warm hospitable shelter of the hut to watch an imaginary enemy through the long dark watches of the night.

The winter manœuvres are very trying to the constitutions of even the hardiest. The snow lies thick upon the ground, and to get about in ordinary boots would be impossible. The authorities have recognised that long since, and have very wisely decided to make the national sport serve them as a solution to the vexed problem of transport. All through the manœuvres the soldiers wear snow-shoes, and no one who has ever had a pair on can doubt that a very wise course has been pursued. The rapidity and ease with which one can pass over the snow, frozen hard and firm, add materially to the mobility of the Army. Fast scouting parties can be detached from the main body, and fly over the ground and reconnoitre in half the time a mounted scout would take, and they have, in addition, the advantage of showing less against the snow. A horse and rider would often be detected where a single man would pass unnoticed.

As a sport, ski-ing is too well known to call for description, but outside Norway it has been very little practised. In some of the Alpine districts it has been tried, but without any remarkable results, and the regiments of the Italian and French Armies which were fitted with ski a little while ago do not appear to have taken very kindly to the innovation. And the reason is not far to seek. They are not accustomed, as the Norwegians are, to the feel of the ski. In some of the remote parts of Northern Norway ski are hardly given up from one year's end to another. High up in the mountainous districts especially ski-ing is as natural to them as walking or running. All transport has to be done by hand, for no horse and cart could get along the precipitous little paths which lead in many cases to the farms, and all men and women, boys and girls have to lend a hand in carrying the produce down to the nearest market. This is a comparatively easy matter in the summer when the paths are dry and clear, but when autumn, with its early falls of snow, comes, and the paths are covered feet deep in drifting snow,



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QUITE AT HOME.

Norwegian soldiers preparing an evening meal.

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nothing but ski-ing is practicable. It is a pretty sight to stand on some elevated spot and watch the whole family go off down the mountain-side, one after another, their clear voices ringing out joyfully on the cold morning air as they glide swiftly down, now lost to sight around some bend, now reappearing, leaping lightly over the ground, and then vanishing finally into the crowd at the foot, all pressing forward to the market. Perhaps, as time goes on, the art may become better known and more practised in other mountainous countries. It has no rival for excitement, even the glories of motoring and ping-pong fading into insignificance beside this sport of the North.

However, the sport must be looked at from its practical side in relation to its use in the Army, and there can be no doubt that it has been of the greatest assistance. It was urged by many that no sort of formation could be kept by the men when going fast down hill, but practice has proved that to be an erroneous idea. No regiment marching on a level road could keep better line and covering than the Norwegian regiments do on their ski. And they can be trusted to keep it under fire as well. Ski-ing is apt to make one ravenously hungry, but no one would be inclined to cavil at the amount the Norwegian Tommy eats, considering the amount of work he gets through in a day. Into his twenty-four days has to be crammed all the instruction that others take a year or more to learn. From early morn till late at night he is learning all he can, and with the weather to put up with as well his lot is not too happy a one. Not necessarily all the service is done in the winter, but many are forced to do their time then, as their agricultural employment would be seriously interfered with if they were to leave it in the summer, even for twenty-four days.

Mention has been made elsewhere of the mobility of the Norwegian Army in general, and one department that deserves special mention is the Artillery, and especially the mountain batteries. The Artillery is divided into nine corps, three each in the Line, Landvern, and Landstorm, and each corps consists of three batteries. Many new guns have been introduced during the last five years, and more are being added. At present the heaviest guns are 8·4-cm. in the field and 6·5-cm. in the mountain batteries. These latter are specially well served, and the firing classes are, for both officers and men, of a most searching and difficult nature.

A number of new 7·5-cm. quick-firing guns have been introduced latterly, and the progress made up to the present in the manipulation of these guns demonstrates very clearly that the Norwegian gunner has the happy knack of adapting himself to circumstances very quickly. The arms of the infantry and the Landvern are 6·5-mm. Krag Jorgenson magazine rifles for smokeless powders. This is a Norwegian rifle, and it is also worthy of note that all the ammunition used is of Norwegian manufacture. In the Landstorm a rifle of a somewhat older pattern is used. It is a Jarmann 10·15-mm. rifle, also of Norwegian manufacture.

MAKING A SNOW HUT.

Protection During the Manœuvres.

As in Switzerland, rifle clubs are to a certain extent subsidised, and all and sundry are eager to perfect themselves in rifle shooting. Inter-club competitions are of frequent occurrence, and scores rule very high.

From these few impressions it will be seen that the Norwegian Army is founded on sound principles, excellently organised, and splendidly armed. The officers in every branch of the service are masters of their profession, and last, but by no means least, in these days of deadly bullets and sharp shooting, the medical service, compulsory for all medical students, is a most carefully organised and admirably administered body.

The Norwegian Army has glorious traditions to live up to, and it may be relied on to give a good account of itself whenever and wherever it may be called upon to serve.

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A STRANGE AND STRIKING SPECTACLE.

A regiment engaged in tactical exercises on ski.

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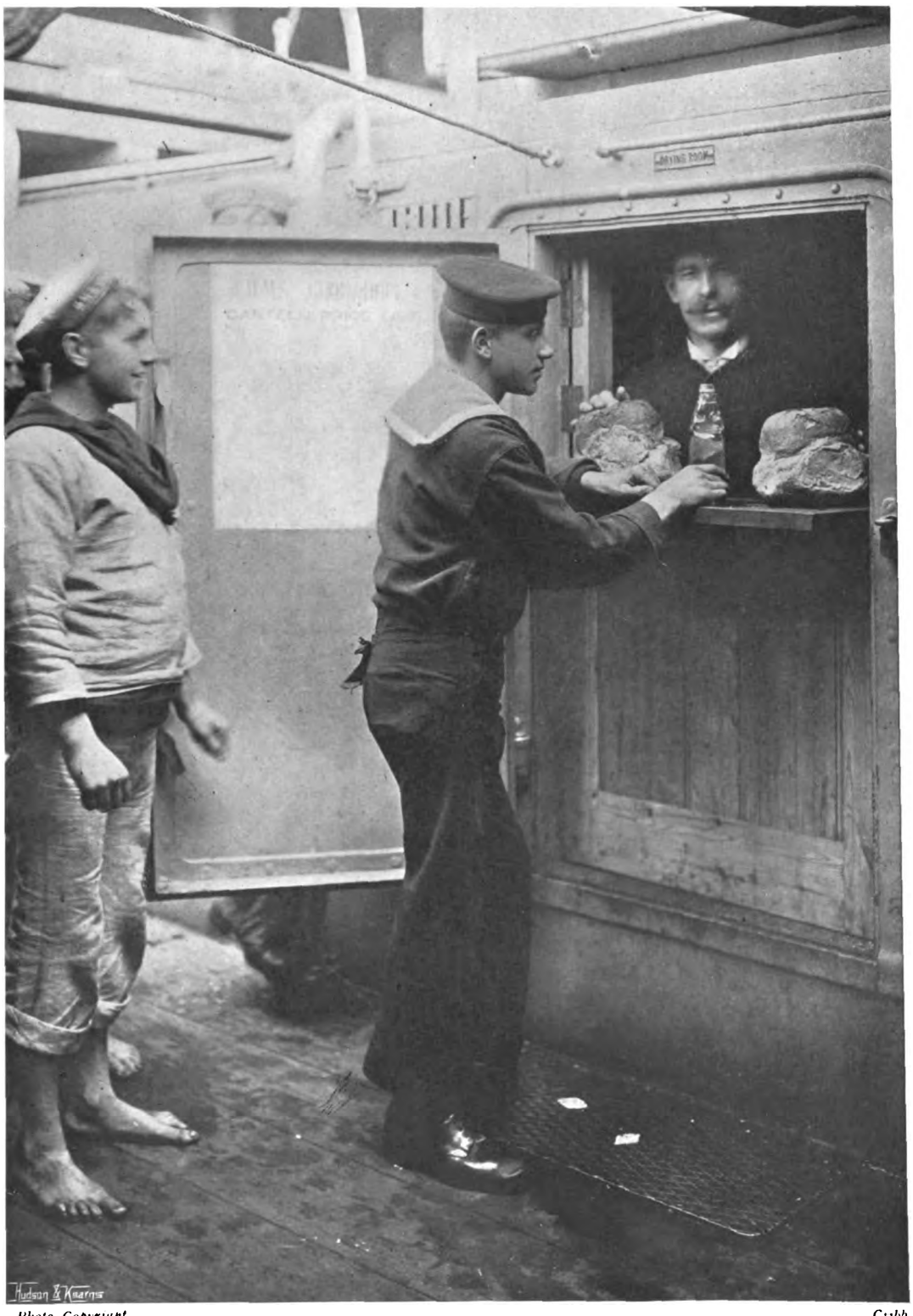
HOW SEA CANTEENS ARE "RUN."

By CHARLES GLEIG.

AMONG other arts and sciences, the "Handy-man" usually acquires a very fair knowledge of the grocery business, which—as the more legitimate practitioners may be pleased to learn—is now in a very flourishing condition afloat. It is estimated by experts that the number of kippers consumed in a first-class battle-ship during a commission would span, in single column, from London to New York, whilst the sardines, if similarly disposed, would encircle the earth at the Equator. Roughly speaking, every adult seaman is believed to consume in the same period a weight of jam equal to his own displacement, and bottles of mixed pickles equal in height to the Nelson Monument in Trafalgar Square. But it would be tedious to dwell exhaustively upon these useful statistics, compiled once in every decade by the Naval Intelligence Department, and carefully checked by the Speaker of the House of Commons and Mr. Arnold White. The last-named gentleman once braved the awful privations of Naval dietary for twenty-four hours, and described his sensations in the *National Review*. Scientists consider, however, that the value of the experiment was stultified by the omission of the sufferer to make use of the ship's canteen throughout his gallant fast. The fact is that the "Handy-man" depends very much upon the canteen of his ship or barracks to supplement the official ration. As he recently told the Victualling Committee, a man cannot keep himself in the best fighting trim unless he eats jam, sardines, a trifle of butter on his bread, and rather more sugar, currants, flour, etc., than the scale itself provides. Pickles, too, are held indispensable by every self-respecting mariner in the King's service. Some, or all, of these necessaries are going to be added to the Service ration at the convenience of the Treasury; but meanwhile the sea canteens are doing enough trade to excite the admiration of Sir T. Lipton, Messrs. Dickeson, and other popular catering firms.

The rules governing the management of sea canteens may be found in the King's Regulations. These, if given in detail, would only interest professional grocers. During the past twenty years the Admiralty has displayed a very intelligent interest in the development and general management of these shops. Certain officers have been commanded to act as presidents and members of the canteen committees, and captains especially have been urged to promote the financial stability of these popular emporiums, to see that the men deal with reputable firms, and obtain fair value for their money. At one time, indeed, the Board hoped to be able to abolish the Service ration altogether, but this excellent project has been temporarily put aside. The officers and all committeemen give their services gratis. The only paid servants of the canteen are the "servers"—men who serve out goods to the customers. All customers have to pay cash for goods, except the mess caterers, these latter being allowed one month's credit on behalf of the messes for which they deal. Every quarter the canteen accounts are rigidly audited by a committee of officers, and stock is also taken. The profits made are very large, especially in the barracks at the home ports, and at Malta. The accumulation of surpluses, however, is forbidden. Profits are therefore spent in various ways for the benefit of the crews, whilst at the Naval barracks the profits actually commit a breach of discipline; they persist in accumulating, and ought to be tried by court-martial. Hence it follows that goods stocked in the canteens can usually be supplied to the men of the Navy at far lower prices than are charged by retail grocers on shore. The canteens are "run" at the lowest possible minimum of cost, and are, as a rule, most capably managed. There is hardly any ordinary article of diet which cannot be bought at the canteen of a big war-ship. The choice extends from tinned salmon to cigarettes and from jam to banjo strings. The subject of our illustration, for example, is about to refresh himself with "soft tack" (bread) and ginger-beer—a diet which is admittedly "filling" at the price, especially at canteen prices. Only in the Naval barracks and in some harbour and depôt ships has the military system of allowing beer to be sold been adopted. Each grown man is permitted to purchase one pint during the twenty-four hours, and the concession is so greatly appreciated as to be rarely abused.



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JACK'S CANTEEN.

Boys purchasing bread and ginger-beer aboard the "Good Hope."

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SOME LOVELY ISLANDS IN THE SOUTH PACIFIC.

By COMMANDER KNOWLING, R.N.

IN January, 1901, we found ourselves at anchor off Christmas Island, an atoll in the South Pacific, enjoying a short rest on our long ocean trip from Esquimalt to Tahiti. An atoll, it should be explained, consists of a ring of small islands of whitest coral sand, seldom more than 10-ft. or 15-ft above the sea-level, and generally covered with cocoa palms and mangroves whose tops reach some 50-ft. or 60-ft. higher. Surrounded by this coral fringe is a central lagoon of shallow water, narrow strips of gleaming sand connecting the green of the islets, and almost completing the circle. And outside the fringe of brilliant palm-leaf green, and divided from it only by the narrow strip of sandy shore, lies the almost unfathomable depth of ocean's deepest blue. To windward, dashing itself in ceaseless motion against the slender shining coast, the green and blue of land and sea merged in the whirl and rush of mighty breakers; to leeward taking a lighter blue, where the coral lies not so many fathoms below the surface, and an outlying reef has already broken the force of the ocean roll. Here and there, in the shoaler water, a coral head, rising to within a few feet of the surface, or perhaps a school of fish lying motionless close below the ripples, paints a patch of dusky brown in the clear bright blue.

Here, too, in shoal water, lies our vessel at anchor, her awnings bleached white and more than one streak of rust upon her paint, tales of the fierce play of sun and rain; and visible from her decks, over the surrounding blue, over the glittering line of beach, is a long low strip of vivid green—the shallow water of the lagoon.

Overhead the clear bright blue, sometimes lightly veiled by a myriad drifting clouds of fleecy white, more rarely blotted out by the awful pall of the driving tropical storm. Monotonous, indeed, is the view of either atoll or single coral island, in spite of, perhaps because of, its brilliant, glaring beauty.

Rare is a sign of life on the glaring sand, but to-day a single canoe with square white sail came skirting the fringe

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A TAHITIAN BEAUTY.

Attired and decorated for the dance.

THE "ICARUS"

At anchor in Esquimalt Harbour.

of surrounding coral, and beached itself opposite our anchorage. A solitary white man in pyjamas and a big straw hat removed himself from the boat to the beach, and sat watching his bare feet and waiting events. I found him to be a New Zealander in charge here for the Pacific Islands Company. A dozen natives were on the island with him, all men of Niue or Savage Island, planting cocoanuts. He hoped that shortly the company would begin to dive for the pearl shell, of which he said there was a great quantity. We learned incidentally that he could not speak the language of his natives, and that he did not appear to want to. Indeed, he showed no particular desire to use language at all. We gathered at odd times during the afternoon and next day that perhaps in some few months' time a schooner of the company would look him up, and he pointed out where, on cool moonlight nights, he would walk on a little path that he had made about his bungalow. The path also led past the grave of one of his predecessors, whom the schooner on one of its trips had found dead and buried. He had photographs of his son and daughter, and I brought away a letter to his wife to post for him at Tahiti.

We left him, as we had found him, seated on the beach in his big hat and frayed pyjamas, the natives chattering their unknown lingo in a group behind him; and somehow I found myself wondering what sort of yarn he had written to his wife. Oddly enough, as our boat neared the bend in the coral beach that would shut us out of sight, something seemed suddenly to strike him, and he rose slowly to his feet, removed his hat, and gave us three solemn cheers. And I don't know who were most surprised, ourselves or the natives, who made desperate attempts to join in with him. We lay on our oars and cheered him back, and as we turned the bend he was sitting on the beach again, smiling and bareheaded. I think he was pleased to have found that he could do it.

After that, 400 miles of steaming against the trade wind to Malden Island. Here was a desolate spot, if you like. Covered with a low, dirty scrub, a foot or two in height, and in looks not to be compared with Christmas Island, but with considerably more life on its shores.

Mr. Rasmussen, a Dane, in charge here for Messrs. Grice, Sumner, and Co., of Melbourne, was quickly on board, full of life and friendship, as are all his countrymen. He has quite a big community here. A couple of hundred of Niue natives and a dozen white men—engineer, accountant, chemist, etc.

At the end of a strong-built pier, where was a swinging ladder, I landed with him after lunch, judging our time to jump, as the boat dashed past the steps on the crest of a roller. In a truck with Rasmussen, and four sturdy natives to push, I took a five-mile trip by rail to the far end of the dreary island, where the guano is now being dug for. We watched the digging in the narrow pits, the pounding and sifting of the guano, and in the evening sailed back along the line in our truck with the fair trade wind.

At a selling price of £7 per ton and with 14,000 tons ready for export this year, the guano island has money in it. Rain had come seldom to them of late, and their supply of fuel was running perilously low, so I left them five tons of coal for distilling purposes, and sailed for Starbuck Island. This was only 110 miles distant, a barren coral shore with dangerous reefs, which I searched for shipwrecked

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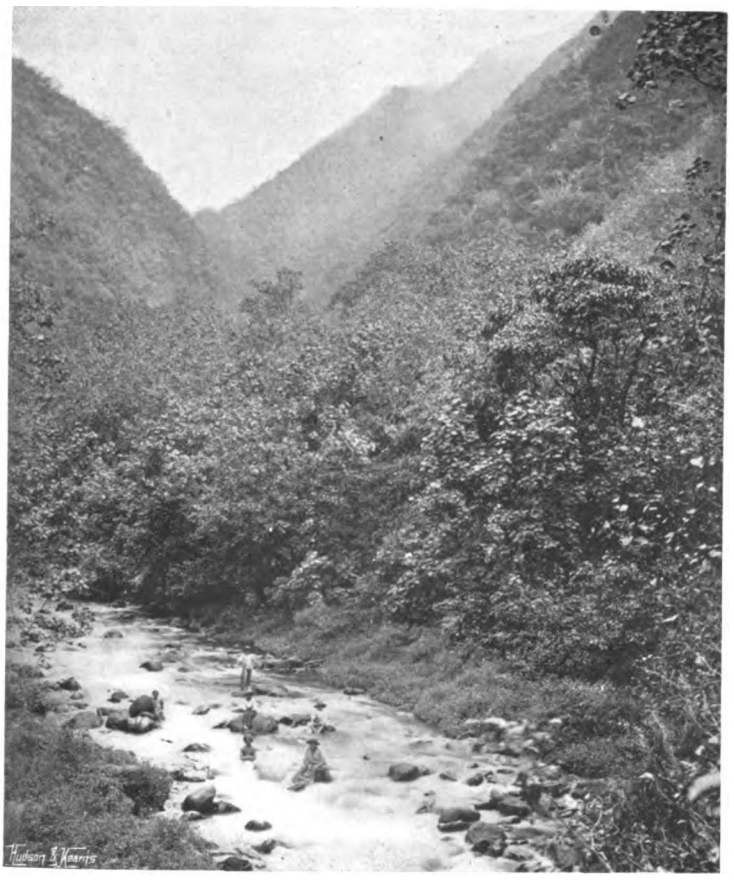
crews, and—fortunately finding none—continued on our way to Caroline Island, another 430 miles. No anchorage here again, and as I could not leave the ship, the first lieutenant interviewed the small party of natives gathering copra, and we soon left for Tahiti, now 450 miles away.

On January 27, after a rainy passage, we were off Venus Point, Tahiti, where Captain Cook, in 1769, observed a transit of Venus. A splendid island is Tahiti, looking, in fact, like two islands in the distance, a low-lying isthmus joining the two high ends. A grand mountainous land, rising 7,000-ft., and clothed in forests of palms and of every tropical tree.

Steaming along outside the breakers of the Barrier Reef (which almost surrounds the island and gives it its capital anchorages) we entered by the Papiete Pass, and anchored off Papiete, the principal town in Tahiti. Two French men-of-war were in the harbour, so no room was left for us off the centre of the town, and we anchored just clear of its houses and off the British Consulate, which lies (as do all the buildings in this beautiful country) almost hidden amongst a luxuriant growth of trees and plants. In every direction



AN EARLY DIP.

Natives bathing in a Tahitian river.

broad avenues of trees lead out along the level stretch of land behind the town, and are flanked by the prettiest of European-built villas. Just now the trees are blossoming in red and yellow, and flowers of every shade bloom on each garden plant and creep along the rails and verandahs, the brightest of green colouring grass and leaf during this, the wet season. A moist heat with plenty of rain is what one has to expect now in the Tahitian summer.

The town is but a village, but since France annexed this island in 1880, doing away with the Pomarés (Kings and Queens), there has been no lack of French officials.

The usual international calls afloat and on shore kept me going for the first day or two, with a stroll or a drive behind a pair of plucky little Tahitian horses in the evening.

Two clubs—principally verandahs for the cool consumption of absinthe and vermouth—tendered us their hospitality, one the usual Cercle Militaire, the other the Cercle Bougainville.

For meals on shore we looked to the Hotel du Louvre, close to the wharf, and kept by a pleasant Englishwoman, her late husband having been French, with numbers of daughters and nieces who did all the work of the house, and whilst waiting on you at dinner would arrange for a waltz afterwards. And what better for a waltz than the dress of the country?—

A TAHITIAN GLADE.

A road leading out of Papiete.

a short petticoat covered with a bright-coloured gown hanging loosely from the shoulders to a little below the knees, and generally with bare feet.

At Tahiti we were glad to receive an English mail with four weeks of news, taking us nearly to the end of December last; with Pitcairn Island to visit there would be no more for us for two months. Out of the world as they are here, little troubles, already lost sight of elsewhere, are unforgotten, and rankle; and it is easy to see that the Fashoda incident of eighteen months ago, and which caused more than one regular panic in Papiete, is still unforgiven us by the powers that be. Neither is it forgiven us that the Tahitians have more love for the English than for their present protectors; and the native has to listen to many tales of that sham British respectability which, according to French accounts, is only a cloak for immorality. At all events, our friend the Frenchman does not pass for a prude amongst the natives, who have learnt that his cloak, if worn at all, is as loose as a native woman's gown.

The last few days of our stay were spent by two of the lieutenants (Scarlett and Cooke-Hurle) and myself in a glorious drive along one side of the island, following, of course, the Broom Road, which (skirting the base of the hills) runs right round Tahiti.

Our first stop was at Papara, after a twenty-five-mile drive over a good level road and through a wild luxuriance of vegetation. Here a tthe chief's house the rest of our party

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A BUNCH OF BANANAS.

Shade, shelter, and refreshment.

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NATURE'S TABLE-CLOTH.

Taking dinner off a banana leaf.

had already assembled. The chief himself, a man of huge proportions, with several of his men relatives as big, met us at the entrance of his most comfortable-looking house; the rest were, we found, discussing afternoon tea on one of the verandahs. The house, a big rambling one-storied bungalow, stood close to the smooth sea shore, the breakers on the Barrier Reef roaring a mile away, a wide, and at this time a full, river dashing past one of its sides to meet the sea. Already in one of the deep shady river pools higher up the ladies had had their afternoon dip, and we soon followed their example.

Sheep and horses grazed on the green turf, a couple of peacocks strutting among them, as we strolled back to the house and a capital dinner.

There are chiefs and chiefs in Tahiti, and the Chief of Papara, with his British mode of life and hospitality, cannot be taken as a type of the ordinary Tahitian ruler. Son of a Britisher and ruler through his Tahitian mother of eight districts on this side of Papiete, Mr. Salmon (or "Tati," to give him his native name) is rather more of an English country gentleman than a Tahitian chief; and here, amongst his own clan (whose motto on their exposed sea coast is "The wind and the rain"), both he and his stalwart sons seem well placed.

After dinner we walked past the church a mile away, and, seated on the turf outside the Mission Room, listened again to Pacific Islanders' wonderful rendering of their missionary songs. The day had been a Sacrament Sunday, and all through that night the singers filled the air with their glorious music. We listened long, and at last reluctantly turned back to Tati Salmon's in the moonlight.

After an early dip in the river and the freshest of fish and fruits for breakfast, we started, a party of twelve, in four of the country carts or light waggons, on our next drive of twenty-five miles. Our road passed through lovely scenery, but was decidedly bumpy in places, whilst many a rushing river to be forded—or, worse still, a cleft worn by a mountain torrent to be bumped across—made the going none too easy.

We pulled up for lunch, turning the horses loose to graze at the edge of a winding river, a burst of woman's laughter and just a glimpse of shining brown skin through the leaves telling of yet one more bathing party disturbed and wading slowly away round the nearest bend. A quarter of an hour to roast our bread fruit on a wood fire, and our banana leaf was spread in the shade, the natives near at hand. We lingered too long over our food and were unpleasantly hastened at the finish by a heavy downpour of rain, but the sun was soon out again, and then, as we neared our destination, the beat of the drum could be heard at each hamlet, calling the men and women together for the big dance they were to give us that evening.

The headman of the district had cleared out of his house for us, so the four ladies of our party—two married Americans and two of Tati Salmon's relatives—took the rooms on one side of the entrance hall and the men those opposite.

No sooner had we finished our bath and a light dinner than the sun set; the full moon shone out high in the heavens, and the hurried beating of an approaching drum drew us all to the front verandah. Quicker and nearer drew the beat of the drum, the laughing crowd of native boys and girls opened on either side, and across the turf, swaying and wriggling, gliding and leaping, came the dancers. Some thirty or forty women, their petticoats of yellow and red, or red and white, just covering their bare knees, their loose gowns falling almost to the edge of their petticoats, and of colours as bright, rapidly approached in single file, a similar number of men dancing abreast of them on either hand, and each man and woman crowned with garlands of pink and white flowers. No sooner had they reached us and scattered on the turf to refresh themselves with the melons and food our host had provided, than the beat of a drum heralded the advance of another big troop from the opposite district. In gowns of snowy white, their ribbons of yellow, and dark yellow petticoats swaying to every glide and leap of their bare brown feet, they too soon drew up close at hand, and were squatted to feed in the moonlight.

But the dance was the thing, and each party (quivering with the excitement they loved) took the turf in turn, each vying with the other in the extravagance of every motion and gesture.

But how describe a "houla, houla"? A short minute of its vigorous play of limb, the arms and shoulders still, the rest of the body from the hips swaying, now languorously, now in wild spasmodic jerks, is enough to make the strongest dancer give pause. But the pause is short. Again the drum beats, the lines of dancers wave and bend from the hips and face one another with tempting gestures; the bare feet stamp upon the ground in unison, and again (more languorous, more reckless in quick motion and gesture) the dance continues, until the pitch of excitement is reached, and at a given signal each man and woman stops exhausted.

I must confess to watching the barbaric scene with considerable interest, when the voice of the elder of the American ladies brought me back with a start to civilisation.

"They told me it was the national dance, and that every boy and girl in Tahiti learned it," she murmured faintly; "but I never thought it would be quite like this."

"Well, so I guess it *is* the national dance," broke in her friend from my other side. "We said we wanted to see *everything*, and it's all in the bill. Anyway they're *gowned*, aren't they, Captain?" To this I felt it safe to nod assent. But even as I nod the drum rattles again, the gesticulation and excitement grow faster and more furious. "I think—do say now," whispered my elderly neighbour again. "Don't you think we ought to go away—on principle? It's—it's barely decent!" "Better lay low, my dear," laughed her friend. "Remember everyone dances it here, and I guess if you move they'll think you mean to take a hand, won't they, Captain?"

With the picture this question conjured up before my eyes I dared not reply, and my neighbour shivered and closed her eyes. How or when the dance would have ended it is difficult to say, but at a late hour there came a deluge of rain, and in the dark we all stampeded.

Next day we drove on, past many an acre of clinging vanilla (the wealth of Tahiti), past scattered hamlets and single houses, all wood-built and nearly all in European style, and with corrugated iron roofs. The day following we of the "Icarus" had to return to Papiete; not so easy a matter we found, with the fords almost impassable and the road full of deep hidden clefts and pools after the heavy rain. The rest of the party, still under the care of our good friends the Branders (whose father, a Scotchman, married one of the Tahitian Princesses), continued their drive around the island.

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AN OUTRIGGER CANOE.

Carrying fruit round the island.

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THE WAY OF WOOING.

By F. Norreys Connell.

SERGEANT TWEMLOW was a hard man, an uncommonly hard one, trained in that ancient school of discipline of the four-inch stock and nothing like pipe-clay days, which taught a man that what his superiors did was necessarily right, and that done by his inferiors probably wrong. Within these limits he was a good soldier and a hard-working non-commissioned officer, but his men hated him.

The great wonder in the 22nd (Princess Sarah of Cornwall's Own) Lancers was how such an ill-tempered martinet as Twemlow managed to get so decent a woman as Susan Hopkins (a former Colonel's lady's-maid) to marry him, and still more how the two acquired power to produce such a paragon of beauty and virtue as Gwendolen Twemlow—called Gwendolen after the aforesaid Colonel's lady, who took an undying interest in her namesake, and treated her as if she were her own daughter.

Colonel Tantivy was not a very brilliant cavalry leader, but in the old days, when war was more like fox-hunting than it is now, he passed muster with many other gallant dullards, and retired honourably with three medals on his chest. When the time came for him to go, he settled down in the shires and proceeded to bring up his only child, a boy, on the same lines on which he himself had been what he called "educated." Young Tom Tantivy was taught riding, driving, shooting, cricket, and the first few pages of the Latin Grammar.

It was unfortunate for the lad that, just at the time of his father's retirement from the Service, and his own entrance into this sad, bad, but mirth-provoking world, "purchase" went out and the era of competitive examinations was ushered in. At first these examinations were easy enough, but they stiffened as the years grew on, and when at last Master Tom was old enough to hope for a commission, not all the Army crammers in England (and he tried three of the most vaunted) could even lift him through the, since abolished, "Prelim."

This was a blow to Master Tom, to his mother, and to his father, for if Master Tom was not able to be a Dragoon, it was clear to no one what he was able to be, though old Colonel Tantivy, in a squall of unjustifiable wrath, suggested a stable boy. He regretted this outburst next morning when he found the youngster gone, leaving only a note to the effect that he believed he was about to do what was right, that at all events it was nothing for which his parents need be ashamed, and that they need not be anxious about him.

Mrs. Tantivy was for chasing him with the help of the civil powers, but the Colonel had enough right feeling to perceive that, since he had reproached the boy with failing to carry out his plans for the future, he owed it to him now to let him find his feet for himself, without impediment.

It was precisely at this time that the 22nd Lancers found a promising recruit in Theobald Twickenham, who, although of stout and sturdy figure, scarcely looked the twenty-four years at which he stated his age. He was too desirable an addition to their strength for the 22nd to boggle over any difficulty of the kind; but, when he was safely enlisted, Sergeant Twemlow seized an early opportunity to admonish him as to the heinous nature of the offence of lying, and alluded feelingly to the penalties incurred by fraudulent enlistment. The Sergeant was taken aback to find that Trooper Twickenham knew quite as much about Section VII. of the Queen's Regulations as he did, and took a dislike to the young fellow on the spot. "That greenhorn Twickenham is a black-and-white young sparrowgrass," he declared to Mrs. Twemlow. "Up and answered me when I spoke to him, the swipe; but I'll teach him the time of day. See if I don't!"

"Don't you go making more enemies, James," advised Mrs. Twemlow. "You've enough in the regiment already, and there's one or two would be glad to see you miss your pension by making a fool of yourself one day losing your temper. Remember you've no longer a colonel who's seen you in action and knows the good side of you."

"Silence, woman," snapped Twemlow; "my good side is the way I preserve discipline and concord. If any man less'n a sergeant answers me back I'll see him to——"

"If you want to swear, go back to barracks," broke in Mrs. Twemlow peremptorily, and Twemlow dropped the subject.

Gwendolen heard her father's talk of the new recruit, and she felt curious to see him. See him she did that very afternoon, quite by chance, of course, and not a little startled was she at the sight of him. "Why, Master T——!" she exclaimed.

He cut her short. "If you breathe that name, I'll slap you, Gwen," he cried. "I'm Private Twickenham. I've forgotten my number, but I've got it in my cap."

"And what brings you here?" she asked.

"You know well enough," said the new trooper, blushing to his nose tip. Gwendolen also reddened, but her colour ran into her ears, which is more feminine and, on the whole, looks nicer.

"Haven't you tired of that joke?" she said, almost resentfully.

"I'll never tire of it," the soldier answered fervently. "Never, while I stand on my feet. I love you, Gwen. And I've made up my mind to marry you."

"And what would your father and mother say?" she retorted.

"I'm Private Twickenham, orphan," he returned.

She smiled faintly.

"But I'm not an orphan," she protested. "And I know what my father and mother would say—that I was a trollop to lead you on."

"But you never led me on," he exclaimed.

"O yes I did"—she stuck to it. "I led you on. I thought you were making fun of me, and"—suddenly her eyes blazed—"I believe you're making fun of me still. Good-bye." And she turned on her heels and ran.

Now this remarkable encounter took place outside the barrack gate, barely out of earshot of the sentry, and Private Twickenham, putting his best leg forward to catch his Gwendolen, dodged round a corner bang into the arms of Sergeant Twemlow. And Sergeant Twemlow, who had been nipping brandy, fell as flat as a dropped poker.

"I beg your pardon, Sergeant," said the recruit, as he helped him to his feet, and was about to pursue his way when he was confounded to hear Twemlow bellow, "Damn your impudence, sir! I put you under arrest for striking me."

So amazed was the youngster that he found himself in

"'I'VE FORGOTTEN MY NUMBER, BUT I'VE GOT IT IN MY CAP.'"

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the guard-room before he quite realised what had happened. Gradually he perceived that the Corporal of the Guard was winking at him. "Been treadin' on that there Twemlow's toes, my lad? Well, you've got 'im by the blinkers fine." Twickenham was puzzled by this oracular statement until the Corporal added, "Tight as Minervy's owl, and she was a one to put it away. Basketsful, I tell you." Then the trooper understood that Sergeant Twemlow, being in liquor, had blundered, and badly blundered, to the ill-concealed delight of his underlings. To-morrow in the orderly-room things would be put right, and the Sergeant would pay dearly for his indiscretions. But, no—he suddenly remembered to-morrow would be Christmas Day; he would have to wait his trial another twenty-four hours. Christmas Day in a guard-room, under arrest, is not a joyous festivity, and the young recruit's only solace was the thought how Twemlow would smart when the truth of the matter came out before the Colonel. "Shook hands with his pension this time, and no mistake," the Corporal said.

But early on Christmas morning the recruit heard a familiar voice enquiring for Private Twickenhan. It was Mrs. Twemlow, and in tears. The Corporal of the Guard, who had always regarded her as a haughty person, was startled to hear her say to the prisoner, "O, Master Tom, my James has been making a fool of himself. Will you ever forgive him, sir?"

"That's all right, Mrs. Twemlow," answered the prisoner with kindly condescension. "Tell him to get me out of this quick, and we'll say no more about it."

Mrs. Twemlow looked aghast. "The matter's reported now, sir," she mumbled, "and if James owns he was wrong he'll lose his pension."

The prisoner smiled: "So I'm to sit here all day kicking my heels to save your husband's face?" he asked. "And what will the Colonel say to me to-morrow?"

"It'll be all right to-morrow, sir," said Mrs. Twemlow. "Boxing Day orderly-room never means more than a reprimand. Sure, James never thought for a moment you could have been Colonel Tantivy's own son, or he'd never have put you under arrest, sir, no matter what you did——"

Here the recruit smiled again, and Mrs. Twemlow ventured to add: "And please, sir, my daughter Gwen's respectful compliments to you, sir, and if you'll only be not too hard on her papa, she'll believe what you said to her outside the barrack gate."

Private Twickenham, *alias* Tom Tantivy, beamed: "That 'll be all right," said he. "Merry Christmas to the Sergeant, Mrs. Twemlow, and, I say, kiss Gwen for me."

"O, bless your heart, sir," protested Mrs. Twemlow, "I never did hear of such a thing!"

But all the same, it was a very wise match Tom Tantivy made. He's Colonel Tantivy himself now, though not of the Princess Sarah of Cornwall's Own.

CHRISTMAS IN EXCELSIS.

ABOUT this time people who have friends abroad are beginning to think of sending some memento of Old England. Only those who have been far away at Christmas-time can realise how greatly the presents from home are appreciated. The value is never a matter of consideration. It is the kindly thought that fills the heart of Johnny far away, the kindly thought that fills Jill's heart when she thinks of the distance from her at which Jack is spending his Christmas. Jill knows how Jack will treasure the gift she sends, and there is something "Christmassy" even though Jill's token be a card "Made in Germany." It is a bit from the homeland. Those who have had the necessary duty of appraising the effects of soldiers who have been killed on duty are often struck by the apparently valueless things that have been treasured by the dead man. To quote from an old song—

"A faded flower, a broken ring,
A tress of golden hair,"

are common among the assets of a man who has passed many years of his life among staunch comrades who have never suspected him of sentiment. Each man has his own life. His nearest friend does not know the working of his heart. It is at Christmas-time that the average man unbends. Enmities are forgotten and friendship is strengthened. Should we not then think at Christmas-time of our brothers on the Indian Frontier? They are guarding our interests as quietly and as unobtrusively as our seamen are guarding our coasts. Like the seamen, they get little credit for their hard work. Like good soldiers, as they are, they consider that their duty is "all in a day's work." Steadfastly and well our Frontier soldiers make Empire. The example that they set to the surrounding tribes is one which is bound to add to the glory of England. Many of our Punjab soldiers have near kin among the tribes who trouble us. It would be only natural to think that they might, at times, betray us. Such instances are happily rare.

The wildest among them know that Christmas is sacred to the "sahibs." Although they mention Isa, the great physician—the wise—the just—in their prayers, many of them do not know who that Isa is. Some do know it, and if only such Europeans as could speak their language could be placed among the Frontier people, a great political difficulty would be avoided. Circumstances do not, however, allow of this. When the Millennium comes we may be in accord with Russia and our troublesome Frontier friends.

We are now only concerned with Christmas, and we show a picture of the festive season in India. "India" is very comprehensive. Killa Drosh has only in very recent years become entitled to be included in India. Within the memory of many a reader the country was quite outside our territory. As we write, the relief of the garrison is a matter of some anxiety year by year, though happily our "politicals" have smoothed things over.

The "political" has not been much touched on in the columns of the NAVY AND ARMY ILLUSTRATED. He is the officer whose duty it is to see into things which the ordinary military mind cannot fathom. He is generally an excellent fellow and a man above ordinary intelligence. Let us hope that if there is a "political" in Killa Drosh the fellows there will not molest him this Christmas-time.

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CUTTING A PATH IN THE SNOW.
How they get home to Drosh.

Drosh is near the Roofs of the World. Our natural history correspondent has told us that cats, only, in London elect to spend Christmas on the roofs. Our picture shows soldiers spending Christmas "by order" on the Roofs of the World.

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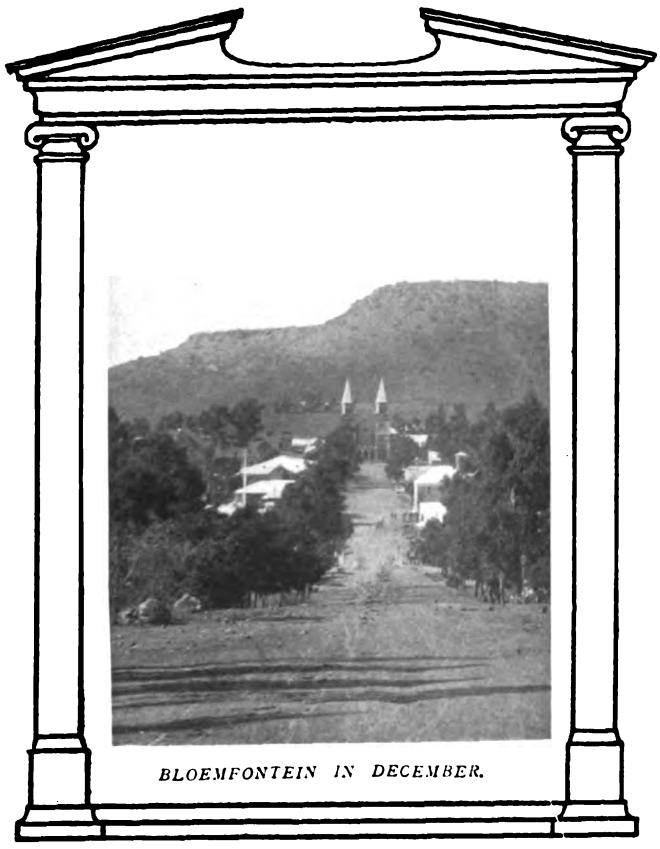
BRITAIN BEYOND THE SEAS.

By IMPERIALIST.

A Weekly Study of Colonial Naval and Military Interests.



BLOEMFONTEIN IN DECEMBER.

IN the issue of NAVY AND ARMY ILLUSTRATED for last Christmas week the present writer, after glancing at the family character of Imperial union, sought to inculcate a practical lesson by pointing out how much of our future Imperial prosperity was likely to be due to the Motherland's conception of her own responsibilities. Both these aspects of Imperialism have received careful and extended attention in these pages during the past year. In this Christmas Number, then, it will be pleasant, if not profitable, to strike a new note; and the writer may add that the note is one which he hopes to make more audible in successive instalments of his weekly budget dealing with that wonderful variegation of communities which, by common ties of loyalty and blood relationship, are linked together under the title of "Britain Beyond the Seas."

One does not want, by any means, to put into the background those Imperialistic sentiments and reflections which connect Christmas with the idea of present reunion or of future co-operative expansion. But Christmas is a season, surely, not only of looking around and ahead, but of retrospection as well. As the good ship "British Empire" ploughs its way through the oceans of history, it is well for the passengers at times not only to mark the character of the sea through which they happen to be travelling—a choppy and uncomfortable sea it is at times, to be sure—and the faint line of pleasant land on the distant horizon, but also to look back over the shimmering wake and think of what has gone before—the storms, the crowded straits, the sunken rocks, the halcyon days preceded by dirty weather, the rough nights when the hatches were closed down, followed by bright occasions when the mainbrace was spliced and all was jollity and good-fellowship.

To-day the writer, leaving these nautical metaphors for fear of becoming waterlogged, would urge yet more extended retrospection by way of recognising the relation of Christmas to Imperialism. He would ask his readers to hark back to the beginnings of the British Empire, and to try to conjure up for themselves some sort of picture of those early days when our forefathers busied themselves, risked their own all and their friends' all, and often lost it all, not in pushing frontiers a little further, not in the consolidation of acquired wealth and in the settlement of administrative problems, but in clearing the ground as original settlers, in fighting for a foothold with the aborigine or foreign rival, and in making their rude mark upon the plain of Nature on which future generations would come to write history in the flowing characters of civilisation, commerce, and political economy.

Putting aside India, with its amazing succession of swiftly expanding episodes, strangely illumined by flashes of anterior history and religion, there is indeed a glorious wealth of colour and realism in almost any scene that can be devised at random from the very earliest records of the British Empire. Contrast, of course, could be added to increase effect, and the present states of populous cities in Canada, Australia, New Zealand, and the rest might be artfully interposed to accentuate the interval between then and now, and the heroic efforts which have made that interval in some cases almost tragically small. For, parenthetically, there is pathos, if not tragedy, in, at any rate, the rise of Australia from its earlier stages to its present condition in two generations. But this would be to enhance the instructiveness of the process of retrospection at the risk of diminishing its picturesqueness. The readers of Christmas Numbers do not look to be instructed overmuch, and designs in that direction are pretty certain of being more or less resentfully frustrated.

From the picture-making standpoint merely the beginnings of Greater Britain afford a boundless variety of possible subjects such as may be collected in a variety of ways and from hundreds of different sources. To the genuine student with leisure for such studies our great public libraries contain an embarrassment of riches of this sort, and the reader in the British Museum can in a few hours surround himself with a wonderful collection of mental sketches in which at least the outline has been drawn by the light of contemporary literature. On the other hand there are books, some of which contain key-pictures ready made of great Imperial scenes, while others are veritable miniature albums of photo-micrographs, in which, although they can be carried in the pocket, one can gain a very vivid idea of the beginnings of Empire, and easily produce bold stretches of imaginative canvas by a simple process of fanciful enlargement.

A little book lies before the writer to which the latter description applies, and which may be appropriately recommended to the readers of this brief attempt at seasonable suggestiveness. "The Story of the Empire," by Mr. Edward Salmon, one of the little shilling books in which Messrs. George Newnes are concentrating an astonishing amount of useful knowledge and lucid history, is as good a miniature panorama of our Imperial record as could well be imagined. From its bright pages any thoughtful reader could without difficulty construct pictures, perhaps not so full of detail and as true in their local colouring as those produced by a more laborious course of study, but sufficiently vivid to render a Christmas purview of earlier Colonial phases an exceedingly interesting and even entertaining process.

According to Mr. Salmon the story of the Empire is a sort of old-fashioned three-volume novel "The first volume closed with the secession of the American colonies; the second volume will close with the embodiment of Imperial unity in some form of federation; the third volume, to be issued long after the two first, will deal with the achievements of Federal Britain." Such a characterisation is useful as emphasising the fact that there is still much history to be made in this direction. But let us rather open the first volume at its first chapter—not necessarily Mr. Salmon's first chapter—and try to show how a few pictures could be inserted in the text.

First, let us glance at John Cabot, who, having obtained letters patent from Henry VII., set sail from Bristol in May, 1497, and, after leaving Ireland, steered north and west till he struck land at Cape Breton and returned in August "to receive from the King the munificent reward of £10, which was given to 'hym that founde the new isle.'" Cabot may not have laid true foundations of Empire any more than did Hawkins, the purveyor of "prime Gold Coast negroes"; or Drake, who embarked so "boldly and unblushingly on the business of the buccaneer." But all these and many more were pioneers, and of an unquestionably picturesque description.

Of Raleigh, the first really great figure in our Empire's history, and eventually "a martyr of Empire if ever there was one," it would be easy to draw scores even of pen-pictures, on a much humbler plane than that Kingsley attains with such superb ease and consistency in "Westward Ho!" but still pleasantly and attractively attuned to many varying moods.

Turning to the beginning of Canada and of the American colonies, the early struggles of Captain John Smith and the story of Pocahontas have produced a sufficiency of actual literature and art to render any but bare allusion superfluous from the standpoint of mere historical record; but the man must be singularly wanting in sentiment and imagination who has not produced for himself many a vivid mind-picture of the landing of the first batch

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of settlers in Chesapeake Bay in 1607, and of the further emigration of the Pilgrim Fathers in the "Mayflower" in 1620. And who has not, at one time or another, drawn his own mental sketch, maybe a mere outline, but something, all the same, instinct with vitality and motion, of Quaker Penn and those who helped him to carry out the last great colonising scheme of the seventeenth century?

Turn we to Dampier's visits to Australia in 1688 and 1699, to the hoisting of the Union Jack by Captain Cook in Botany Bay nearly a hundred years later, and the subsequent despatch of convicts to New South Wales; to the making of Canada; to early days at the Cape; to the gradual emergence of New Zealand from its evil reputation as the "happy hunting ground of Anglo-Saxon rascaldom," and what do we find but gallery upon gallery of possible pictures? On each and every one of such pictures, too, the national character is indelibly impressed for good or ill, and, whether the date be the sixteenth century or the eighteenth, the school of painting is the same. For, as regards origin, there is, and will always be, a family likeness in all our attempts at Colonial expansion. For with us Colonial expansion will ever have, as it has hitherto had, to use Mr. John Morley's fine words, "its spring in the abiding demands of national circumstance, in the continuous action of economic necessities upon a national character of incomparable energy and adventure."

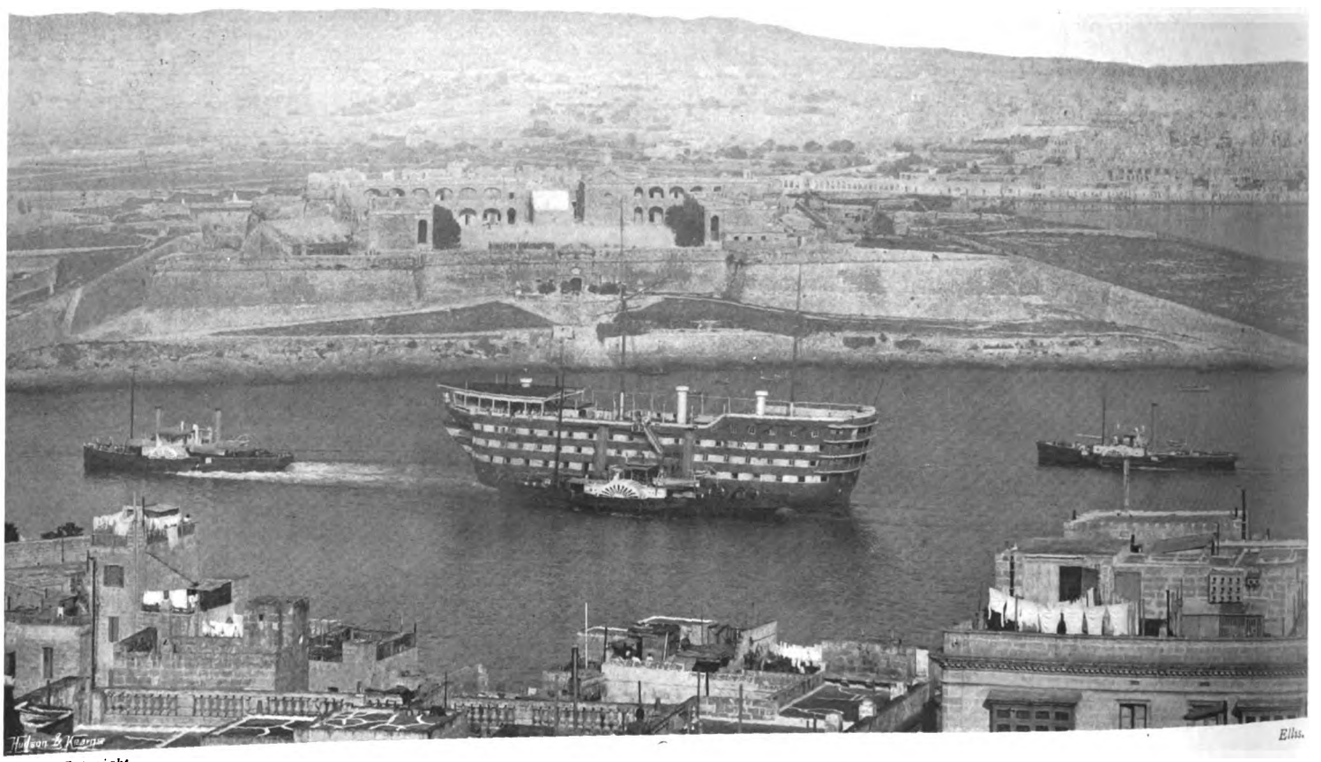
THE RECORD OF THE OLD "HIBERNIA."

THE last of the veterans of the Old Guard and of Napoleon's legions have now all passed away. In turn, one by one are by degrees passing away the last of those other veterans, the old men-of-war of the Great War time still left among us, the scanty remnant still left afloat of "those distant storm-beaten ships, on which the Grand Army never looked," but which "stood between it and the dominion of the world."

Of such was the old "Hibernia," the venerable old three-decker sold out of the Service at Malta a few weeks ago for £1,010. She cost the nation to build and send afloat, just a century ago less three years in round figures the sum of £115,000. Within the last twenty years we have seen pass out of existence the old "Canopus," Nelson's prize at the Nile, which was with Nelson off Toulon and off Cadiz, and only missed Trafalgar by sheer hard luck at the last moment; the old "Tremendous," one of Howe's ships on the "Glorious First of June," sent to the ship-breakers only two years since under the unrecognisable name of the "Grampus"; and the ever-memorable "Foudroyant." Now that the "Hibernia" also has gone, only the "Victory" and the "Implacable" at Devonport, and the "Eagle," Naval Reserve drill-ship in the Mersey, remain afloat of the Great War veterans of the Navy.

The "Hibernia," for her part, though, was not a "Nelsonian," as the term used to go in the days of our grandfathers for those who—whether ships or men—had served under the personal command of the great Chief. She had only been off the launching ways at Devonport a few months when Trafalgar was fought and Nelson fell. The "Hibernia" first went to sea in April, 1805, to join the Channel Fleet as flag-ship of the Admiral Second in Command. She was with the Channel Fleet off Ushant in the following December, when the shot-shattered jury-masted "Victory" passed by on her way to Spithead with Nelson's body on board, and with Nelson's flag still flying half-masted at the fore.

In her day the old "Hibernia" was a notable ship, even though it is not on record that she ever had occasion to fire an angry shot. During the last ten years of the Napoleonic Wars, among her other services, the "Hibernia" had the memorable honour of being the last British man-of-war to fly the flag of the great Admiral Earl St. Vincent—in this particular instance the Union at the Main. She had also, during the same period, a little later on, the distinction of flying the flag of the famous Sir Sidney Smith, the hero of the defence of Acre against the French, the man who made Bonaparte, in Bonaparte's own words, "miss his destiny."



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LEAVING HER MOORINGS.

The "Hibernia" going to be broken up, after being sold out of the Navy.

Sir Sidney, at the time that he had his flag in the "Hibernia," was Second in Command of the Mediterranean Fleet, then, between the years 1812 and 1814, blockading the French in Toulon. Another old admiral of special note who flew his flag in the "Hibernia" was Sir William Parker, "the last of Nelson's captains," as he was called. Sir William commanded the Mediterranean Fleet in the "Hibernia" between February, 1845, and April, 1849. After six years in Ordinary at Devonport, the "Hibernia" in 1855, at the time of the Russian War, went out to Malta to serve as temporary flag-ship in the Mediterranean during the absence of the main fleet in the Black Sea. Returning home, she went out again to Malta in 1865, to serve there continuously until the end of her career came, a month ago—first as flag-ship of the Second in Command, then as Admiral Superintendent's flag-ship, and lastly as a receiving hulk.

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EIGHTEENTH CENTURY NAVAL PRINTS.

AN ENGLISH MAN-OF-WAR TAKING A FRENCH PRIVATEER.

AN ENGLISH SLOOP ENGAGING A DUTCH MAN-OF-WAR.

From Mezzotints published by Carington Bowles, 1761.

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"NONE BUT THE BRAVE."

By Major Arthur Griffiths.

IT was the height of the London season, fine, warm, the hour about noon. Piccadilly was thronged with smart crowds on their way to or from Hyde Park, just then green as a spring lawn and sweet with innumerable flowers. In the check of vehicles halted at the bottom of Hamilton Place was a hansom cab, with a single occupant—a lady, young and pretty, dressed in a riding habit. She wore a neat bowler hat and carried a jewelled riding-whip in her daintily-gloved hand. It was evident that she had just dismounted or was on her way to find her horse waiting at some neighbouring livery stables.

"This will never do; I cannot face it!" she cried, suddenly, and made as though to alight from the cab. Then she thought better of it, and decided on another and most extraordinary course. A man was standing on the pavement close by, a gentleman in appearance, smart, alert-looking, wearing well-made riding-boots and breeches, no doubt on the same errand as herself.

Now the lady in the cab leant forward, and accosted him abruptly.

"How are you? Let me offer you a seat. Jump in, do."

The invitation so pressing, so cordially meant, struck him like a blow. It was entirely unexpected, that was clear. He hesitated, stared at her with wide-open amazed eyes, stammered a few unintelligible words, and stood stock still. The offer was repeated urgently, even peremptorily.

"Come, come. Be quick, please, we're just moving on. I can't wait."

It was a natural impulse with most men to take the good the gods send them, and without further pause he caught at his luck, determined to follow it wherever it might lead him.

She was the first to speak when he had taken the vacant place at her side.

"Stop! stop!" she cried. "I know what you are going to say. That it's some mistake, that I don't know you, that you don't know me."

"Oh! but I do," he interrupted. "I know you; at least, I know that I don't know you except by sight, and something more."

"How much more?" she enquired, quickly. "Tell me."

"In the first place, I know your name—Lady Biddy Farquhar. You live in Park Lane, and are——"

"A lone widow without ties or encumbrances, entirely my own mistress, and anxious to remain so and do just as I please."

"Which includes riding with some such humble unknown sportsman as myself. It is flattering; at the same time, for your own sake, I don't think you ought to be encouraged," he said, gravely.

"I know perfectly well what I am about, thank you. You may think me a bold, forward hoyden," she replied, with great composure, looking him straight in the face. "But I had a very good reason, as I think, for taking this rather *risqué* step. Some day I may tell you. In the meantime, let me say that I believe you are a gentleman; am I right?"

"I hope so."

"I was right, too, in taking for granted that you would do me a service; not a great service, perhaps, but still something?"

"You can command me, I am sure; make use of me as you please."

"I thought I could, Colonel Leigh," she said, pointedly emphasising his name.

"You know me, then? I'm glad to hear that."

"I acknowledge the implied reproof. I didn't appeal, as you see, to an absolute stranger. In plain truth, when you turned up I was delighted, for I knew that I could rely on you and be perfectly safe."

"I feel very much flattered, as you may suppose. But before you go further, may I ask why you are ready to place so much confidence in me?"

"Colonel Leigh, I was on the Horse Guards' Parade last week when the King decorated you with the Victoria Cross. You were pointed out to me as the man who held out to the last gasp at Grootfontein."

"Oh! please spare me all that, Lady Biddy. It is a very old story, and a great deal too much was made of it."

"It was not to your discredit anyhow, and it satisfied me that I might call upon you in an emergency, as I am doing now."

"All this time, remember that I am absolutely in the dark. Where are we going? What can I do for you?"

"To Hungerford's Yard. My horse is there, and my groom. I telephoned to have them ready at twelve. Will you ride with me in the Park?"

"With all my heart; but I have no horse in Hungerford's Yard. I have just left mine at my own stables."

"You shall have my groom's. It is not a bad mount."

"Anything will do for me, if you are really in earnest, although I confess that I don't understand. It is surely not much of a service——"

"That is my affair. It is enough for the moment that you accept my proposal."

"'JUMP IN, DO.'"

They were soon mounted and riding leisurely along the crowded thoroughfare and in through the gates of the Park, chatting pleasantly together. They had many acquaintances in common, and many interests, and especially that of the Boer War, upon which the lady talked persistently, and the young soldier, with that curious diffidence characteristic of his class, was disinclined to enlarge.

The Row was filled with riders—all the world and his wife, as the saying goes, or, to put it more accurately, and someone else's wife. Riders at a walk, trotting, cantering, galloping, some horses sober and steady, others mad with excitement in the company of their fellows, under the influence of the brisk air and easy going of the soft tan.

Lady Biddy Farquhar, an acknowledged *belle* and beauty, one of the best *parties* of the season, a rich young widow, not unwilling, it was thought, to change her state, received innumerable greetings, formal bows and friendly nods, and many offers of companionship from men who rode along side. One was more persistent and determined than the rest, a florid, full-faced man with a supercilious yet masterful

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air. He ranged up close and engaged her in conversation, quite ignoring the presence of Colonel Leigh on the other side.

"I thought you were never coming. I had almost given you up," he said, in an injured and indignant tone. "I was here at twelve o'clock sharp, the time you fixed. What kept you?"

"I could not come sooner; and now I am here——" She turned to her escort on the other side, Colonel Leigh, and cried gaily, "Shall we go on? I am longing for a spin." And giving rein to their horses they both pressed forward at top speed, leaving the new comer altogether behind. He rode after them, but only at a moderate pace, and was soon hopelessly distanced by the other couple.

They went almost at a hand gallop to the very end of the Row, took the curve opposite to Kensington Gardens, then circling round reached Albert Gate, and so back into the main avenue, where they pulled up at last to a walk, heading now for the near end of Apsley House.

"Now, I think I shall go home," said Lady Biddy, "if you will escort me so far."

So their horses were turned northward in the direction of the Marble Arch.

"And the service?" asked Colonel Leigh, innocently. "When is that to come?"

"It has been performed already," she answered, demurely, looking down at her horse's feet.

"When? How?" he asked, bewildered. "Upon my soul, I don't understand!"

"I am afraid you must be one of those 'stupid' officers on whom the Press has been so severe. A woman would have seen through it long ago." She laughed. "However, here we are at my house. May I offer you some lunch? Two o'clock; you will have time to change, and may meet some pleasant people."

Luncheon, as is usual during the London season, is an elastic meal. Guests turn up, invited and uninvited, and Lady Biddy's party had increased to half-a-dozen by the time they had sat down. They were mostly ladies, as is also very much the rule, and Colonel Leigh's arrival was hailed with some satisfaction. Not so that of another, at least by Lady Biddy, who welcomed him rather coldly.

It was the stout, sandy-haired man from whom she had ridden away so unceremoniously in the Park—treatment he resented, for Lord Silvertown was a person of importance who held his head high.

His proper place was, of course, on his hostess's right, but this was already occupied by Colonel Leigh. Room was, however, made by Lady Biddy on her other side, and introduction followed.

"Colonel Leigh, of Grootfontein renown? It is a privilege to make your acquaintance"; but his Lordship did not say it as though he meant it, and scowled viciously at the young soldier. He grew more and more glum and surly as the luncheon proceeded and he found himself playing second fiddle to Colonel Leigh. The young soldier was the man of the moment—fêted, made much of by the ladies, whose sympathies were entirely with him and against Lord Silvertown when the latter in his wrath attacked the Army and everything connected with it.

Upstairs after luncheon, when coffee and cigarettes were handed round, my lord seized the chance of a *tête-à-tête* with Lady Biddy in a far-off corner of the room.

"Will you tell me, please," he began with some heat, "where you picked up that fellow? He seems a swaggering, swash buckling, self-satisfied young man," said Lord Silvertown, who was now in an atrociously bad temper.

"Oh! do you think so?" protested Lady Biddy. "I cannot agree with you. I think him so modest and unpretending. An officer of such distinction, too."

"I don't care a fig for his distinction. He is like the rest of his cloth. Brute courage, if you like, but not an ounce of brains. I don't want to meet him again."

"Then you'd better not come here, Lord Silvertown."

"Lady Biddy, do you wish to break with me? Do not exasperate me."

"I think you are forgetting yourself, Lord Silvertown. I gave you no promise. I admit that you were to have had a definite answer in the Park to-day, but I could not make up my mind. So I avoided you. I was in doubt. I am so no longer. I can now tell you, plainly and unequivocally, that my answer is 'no.'"

"Why, why? What has changed you so suddenly? Would you prefer this pestilent young fellow whom you hardly know, and put me aside for him, forgetting my long devotion and my superior claims?"

"Please let this end, Lord Silvertown. Once for all I am constrained to refuse your most obliging offer."

Lord Silvertown left the house with fierce anger in his heart, inveighing against all jilts, and raging furiously against all interlopers. He would be even with them both; he would never speak to Lady Biddy Farquhar again—that would be her loss; as for the soldier, he should not have it all his own way. Influence still had weight in this wicked world. It was possible to work the oracle perhaps so as to spoil the young gentleman's sport. "Those laugh loudest who laugh last," said my lord as he made his way straight to the War Office and went in to see the Minister.

"Want us to do something for Colonel Leigh? The Grootfontein man? With all my heart. Delighted to oblige you, of course; you've always been a good friend to our party. But it wasn't necessary for you to urge his claims. He is richly entitled to the best that is going. We were about to offer him—let me see—yes, a Staff appointment at Aldershot."

"You could not make it somewhere abroad? I've reason to think he would rather serve out of England. It's desperately expensive in England. Is there nothing vacant at, say, Hong Kong, or the Straits Settlements, or Australia?"

"It could be managed easily, no doubt."

"And soon? He would like to get away at once. Spent a little too much, I fancy; wants the better pay and all that," pleaded the perfidious Lord Silvertown most urgently.

"My dear lord, all right. It shall be done," said the War Minister, promising faithfully that at the very first opportunity Colonel Leigh of Grootfontein should be rewarded as he deserved. Lord Silvertown left Pall Mall delighted with the success of his manœuvres, and went North to Scotland the same night to forget his disappointment in a month's salmon-fishing.

A surprise was in store for him when he returned to London, and it was contained in one of the first questions put to him in the smoking-room of his club.

"This is a queer story about Lady Biddy Farquhar. Do you understand——? Oh, by the way, I forgot. I beg your pardon; I think you were sweet in that quarter?"

"Never. Don't be an ass and suppose things! But go on, pray. What has happened to Lady Biddy?"

"Haven't you heard? Sold off, got rid of her house, furniture, everything, lock, stock, and barrel, and is bent upon following the drum."

"To marry again? Whom, in God's name?"

"Some soldier chap, Leigh by name—Colonel Leigh, V.C., C.B., and all the rest of it. He has been given a command of something, out in the wilds, Central Africa, New Zealand, India—I can't remember where—and my lady is going with him."

ANSWERS TO CORRESPONDENTS.

"General."—Lord Kitchener is the second son of the late Lieutenant-Colonel Henry Horatio Kitchener by his marriage with Frances, daughter of the Rev. John Chevallier, D.D., of Aspall Hall, Suffolk. There were born of this marriage four sons and a daughter, who are all living. Lord Kitchener's father married secondly Emma Green, and had by her one daughter. Lord Kitchener's only sister is Mrs. H. R. Parker, and his half-sister is Miss Kitchener.

* * * *

"Old Mortality."—The exact words on the tombstone which, I believe, is at Winchester, are as follows: "In memory of Thomas Thatcher, a Grenadier in the 2nd Regiment of the Hants Militia, who died of a violent fever contracted by drinking small Beer when Hot.

"Here sleeps in peace a British Grenadier
Who caught his death by drinking cold small Beer.
Soldiers, be wise from his untimely fall,
And when ye're hot drink strong or none at all."

The original stone having fallen into decay, a new one was erected with this addition

"An honest soldier never is forgot
Whether he dies by Musket or by Pot."

The date of the original stone is 1761. It is not exactly an edifying epitaph, but is certainly worthy of preservation, if only as a curiosity.

W. Cooper.—The Distinguished Service Order was instituted on September 6, 1886. It is bestowed on officers of the Navy, Land Forces, Marines, and Indian and Colonial Naval and Military Forces who have been specially mentioned in despatches for meritorious or distinguished service in the field before the enemy. The Distinguished Conduct Medal is awarded to non-commissioned officers and men for similar reasons.

* * * *

"Aeronaut."—The credit of first using balloons for a warlike purpose was probably due to a Scotchman, Professor Anderson. He suggested to the French Directory that they might disseminate their pamphlets and revolutionary doctrines in Germany in spite of the cordon of troops which was established along the frontier. The plan was to make varnished paper balloons and tie the papers to these balloons, which were set adrift with a favourable wind. These, as the gas gave out, fell in Germany, and were read by the people. They carried a small streamer, of the inscription on which the following translation was given in an English paper:

"O'er hills and dales, and lines of hostile troops, I float majestic,
Bearing the laws of God and Nature to oppressed men,
And bidding them, with arms, their rights maintain."

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LINKS WITH THE PAST.

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THE 20TH MADRAS INFANTRY.

Non-commissioned officers in uniform and mufti.

The 20th Madras Infantry is one of four British and twenty Madras corps which are entitled to the battle-honour "Carnatic" for the operations against Hyder Ali, Nawab of Mysore, who invaded the Carnatic in 1780, and was not finally crushed till 1782. The regiment specially distinguished itself by its gallantry at the mountain pass of Sholinghur in 1781, and carries an honorary colour in commemoration of its capture of one of Hyder Ali's standards on that interesting occasion in which Hyder Ali's force was swept back by Sir Eyre Coote.

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THAT WORD, HONOUR.

By W. F. Shannon.

THE new captain of the depôt-ship was known as "the Bishop," and was suspected of being a sawney. And that was why Pompey Taylor, a shameless reveller, had put in a request to see him, and was now before him asking for fourteen days' leave.

"What for?" said the Captain. "Anyone dead?"

"No, sir," and Pompey hesitated.

"Want to get married? Or is your mother very ill?"

Pompey had used all those reasons, and the Master-at-Arms, who knew it, was standing by.

"The fact uv ut is, sir," said Pompey, "I'd like to go ashore this time to enjoy myself."

The Captain entered into Pompey's humour. "And will two weeks be enough?" said he.

Here was a question from a captain to a seaman! Pompey was puzzled. He had never come across an officer who talked like that. He thought he was being played with, and made no answer.

"Ask for three if you want them," persisted the Captain.

"I doan' want three, sir. I know how much money I got in the bank. Two's plenty, sir."

"Then I grant you two——"

"Thankye, sir."

"—on conditions. You must return punctually, and you must be sober." Two conditions which Pompey had never fulfilled. Nevertheless, carried away by the Captain's unparalleled generosity, he replied, without hesitation:

"And I will, sir. I swear I will."

"Will you give me your word of honour?" said the Captain.

"Yessir. I do, sir."

"The request is granted."

Pompey drew his money, and went ashore with the liberty men next day, thinking over his promise. Ordinarily, he started drinking as soon as he stepped ashore, and knew no more until he found himself aboard again with empty pockets and customary damages, awaiting the usual scale of punishment. But now—— He shrank from his acquaintances and went for a solitary walk, feeling rather hardly used. When he had specified that he wanted to go ashore to enjoy himself, he had really meant to abandon himself to drink in the usual way. That way was now barred. To ensure a sober and punctual return he must keep himself in hand and watch the clock all the time; so that, so far as he could see, his holiday would be equal to a punishment, and the holy Captain had "got to wind'ard."

"'NOW WHAT'S ALL THIS ABOUT, POMPEY?' SAID THE LANDLADY."

Poor Pompey turned into the Dog and Shipbiscuit just before the closing hour, calculating that he could not possibly drink himself into forgetfulness of his honour in the short time remaining. "Because you can't do much in five minutes," he said.

Next morning, after breakfast, he strolled aimlessly down to the Hard, from whence, however, he was driven by the demands of the water police to see his liberty ticket. He walked up Queen Street, and, a fine rain coming on, made for the public library, where he soon fell asleep over the illustrated papers. He was promptly awakened by the attendant. "They do worry ye when you're a teetot'ler," he said, going outside, and crossing the square to gain the shelter of the railway station.

It was only eleven o'clock yet, and he groaned at the thought of the two weeks still to come. "I wish I'd ast for two *days*," he said.

Dinner-time came at last, and after as good a dinner as the Sailors' Rest could give him, he wandered up and down the main street, sniffing the fragrant beer-shops, toying with temptation, fiercely thirsty. The smell of beery sawdust was like the breath of heaven. He paused before a pair of swinging doors, his nostrils dilated, his soul aflame, his body trembling with desire. He put forth his hand. Honour had almost gone. At the first taste of the divine liquor within he would be lost, and he knew it. He dropped his hand. "D——n that word, honour," he said, resuming his walk.

But he was legitimately thirsty, so he returned to the Sailors' Rest for some teetotal drink, although, as he said, you might as well drink water for all the satisfaction you got out of tea or ginger-beer. He sat down beside a seaman who had a cup of coffee before him, and suddenly a working idea came to him. "Chum," said he, huskily, "are you a teetot'ler?"

"What's that to you?" said the stranger.

"Because if you are," continued Pompey, "would you mind see-en that I doan' drink more'n a pint a' beer?"

The teetotal sailor stared. "You've drunk more'n a pint already, from what I can see," said he.

"No I aint, chum, so doan' you believe ut." And Pompey explained his difficulty. He wanted someone at hand to remind him of his word of honour after his lips had touched the beer.

The seaman was good enough to go with him, and Pompey took his pint in one long pull.

"Should you think," said he, breathlessly, as he set down the pot, "should you think another drop would do any harm?"

"I should. Come on, out of it."

"No, but chum, I'm used——"

"'Honour' was the word you told me to use. Coming?"

"Yes, chum," said Pompey, bowing his head and following. He spent a weary afternoon and evening in the Sailors' Rest smoking, and repeated his manœuvre of dropping in at a public-house just before closing time. "But it's a dog's life," he said.

On the following morning he had thoughts of returning aboard, giving back his word of honour, and then breaking out of the ship and having a real holiday. He found himself approaching the dockyard gates with these intentions, and would possibly have carried them out, but that, just by the gates, his Captain suddenly loomed up before him, and said heartily, "Well, how's the holiday going?"

"Splendid, sir," said Pompey's lips, before his heart could speak.

"That's right," said the Captain cheerily, passing away into the yard.

Poor Pompey stood motionless, shocked by his own mendacity. "Why can't he ast questions so's a chap can answer up truthful?" he moaned. "He's so kind-hearted that you *got* to give him soft answers, d——n him!"

Then he turned on his heel, marched straight to an inn at Flathouse, and entered. It was the quiet of the morning; the floors were being sanded and the spittoons washed. The

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landlady was an acquaintance of his, and he informed her that he wished to speak to her "confidential."

"Well, go on," said she.

Pompey hesitated, flushed, then dipped his hand in his pocket and brought forth all his money. "There," said he, putting the whole fistful into her apron, "there, you make me go back sober and punkshal, and I won't ast for no change."

"Now what's all this about, Pompey?" said the landlady.

"Seven a.m. ut is, missus. You pile me outside at a quarter arter six, sober, and I'll get aboard all right."

"You're drunk, Pompey."

"Oh no I aint. I wish I was—that's what I'm here for. But I must have the promus fust; I must have your word of honour fust."

"Don't talk like a fool. What is it you want?"

"Wednesday, the fi'thteenth ut is, missus. 'Ere's me liberty ticket, if y' doan' believe me."

Mrs. Smith finally understood, by cross-questioning, that Pompey desired to make her the keeper of his word of honour. He was to board and lodge and drink at her house, and she was to pack him off to the ship, at the right time, sober.

"Well, I'll get you out of this house in time, Pompey; but I certainly won't see you aboard, and I certainly can't answer for your being sober."

"Doan' you forget to call me early, mother dear. That's all I want."

"I'll call you early enough. And now clear out. You can sit in the kitchen, if you want to."

Pompey danced into the kitchen perfectly happy, and spent the greater part of his leave there. He was very particular to ask the date each morning as he sat down to breakfast, and when Tuesday, the 14th, came he was most particular to remain sober. That made a long day of it, and as he turned in that night he had the impression that he had been a teetotaler, and despised himself accordingly.

"What a holiday!" he said.

Mrs. Smith rendered him an honest account in the morning, so that he left her house with money in his pocket, and with a virtuous feeling "all over him," as he told her.

The first clock he noticed pointed to twenty past seven instead of twenty past six. He took it to be an hour fast, but looked rather anxiously for the next. That was also past seven. "Chum," said he to a passing workman, "is that the right time?" "Yes, mate," said the man. Then he was an hour late; his leave was broken, his word of honour forfeited. He cursed his landlady, the landlady's eyes, and the devil who invented clocks. He cursed the Captain twice, once for giving him leave and once for attaching conditions. He cursed his word of honour, and cursing, plunged into a public-house.

The landlady had misread the clock one hour. As soon as she found out her mistake she put on her bonnet and went to see the Captain. She was unable to see him, and explained to the Master-at-Arms. As Pompey had not arrived, her explanation was unsatisfactory, and the Master-at-Arms dismissed her. She wrote to the Captain. The letter arrived before Pompey, and was discredited.

Poor Pompey turned up some thirty hours late. He was far from sober, and enquired solemnly for his friend the Captain.

"I want to tell him I've brought ut back all right," he said.

"Brought back what?" said the corporal of the gangway.

"Honour, chum. Honour bright. 'Come back sober,' he says, 'whatever you do, and with honour.' Well, here I am, without a farden. All lost but honour. And sober as a parzon."

"Twenty-eight days' imprisonment," said the Captain, later in the week.

MILITARY TRANSPORT.

Photo. Copyright. "Navy & Army."

INDISPENSABLE AUXILIARIES.

Transport waggons with supplies ready to start.

IT is on the shoulders of our Army Service Corps that the responsible duties in connection with transport and the supply of food, fuel, forage, etc., for our Army fall, both in time of peace and war. In the case of some of our Volunteer battalions, however, they have a section termed Regimental Transport, which as far as is possible undertakes the transport duties in connection with its own corps. But, of course, other corps do not possess this transport section, and when going into camp and on manœuvres have to depend on the Army Service Corps for all work of that nature. The Regimental Transport depicted in our illustration is that of the 3rd Volunteer Battalion Hants Regiment, and is to all appearances a very serviceable one. The duty of supplying an army in the field, besides being a most difficult enterprise, is at the same time one of the most important, for should the supply of necessities fail for but a few days it might possibly result in the ruin of the nation engaged, and would most certainly mean the death of a good number of the troops, largely from starvation. This may be plainly seen by a reference to the wars of the Crusades, when the commissariat was so utterly neglected that thousands of the men died from starvation. Of course, in the very early feudal times the soldiers were mainly dependent for food on their lords, but they also obtained a very large amount by plunder, and no such thing as commissariat or transport was thought of. The origin of the modern British commissariat may be said to date from the eighteenth century, and this has developed after numerous changes into that splendid organisation, our Army Service Corps of the present day. The terrible experiences of the Russian War showed how utterly useless and inadequate a small establishment, such as was then in existence, was to undertake the strain of a prolonged campaign. On the other hand, we have seen how well equipped and valuable the Army Service Corps proved to be in the late war in South Africa. Truly, Napoleon was perfectly correct when he gave voice to the expression, "An army marches on its belly."

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CANADIAN ARTILLERY READY FOR WORK.
A turn out on a frosty morning.

THE COASTGUARD AT DUNGENESS POINT.
A lonel, place to spend Christmas.

THE NAVIES AND ARMIES OF THE WORLD

CHRISTMAS DAY is not much associated with military operations. It has generally passed in the tranquillity of "winter quarters." There have, however, been exceptions. Now and then a general has found it desirable to beat up the posts of his enemy, and the festival lends itself particularly well to that kind of operation when one side does and the other does not feel disposed to sacrifice the holiday. A very pretty example of a blow of this kind was given by "Mr. George Washington," as we called him, partly because we grudged to recognise that he was a general, but also largely because the eighteenth century was less in the habit of using military titles than ours. The date was the Christmas of 1776, and the place was Trenton, on the Delaware. The part of our forces which suffered the attack was a brigade of Hessians under the command of Colonel Rall, or Rahl, in company with a small detachment of British Light Horse. Our army in America during the War of Independence—or the Rebellion, if that expression may be used without offence—consisted to the extent of about half of German mercenaries. There were also Provincial or Loyalist corps. Not uncommonly it happened, whether in victory or defeat, that the men of British descent in our ranks were a minority. Half Burgoyne's men were Germans. At the battle of Guildford, between Cornwallis and Green, the fiercest encounter of the war in the open field, it was a Hessian regiment which covered the Guards when they were on the verge of being cut to pieces by the American "Continental" troops.

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The Americans had a special hatred of the Hessians, and even to the end no small fear of them. They looked upon these Germans as base mercenaries who had sold themselves, or had been sold by their princes, to enslave a people with whom they had no quarrel. Moreover, the Hessians and Brunswickers had a very bad reputation as plunderers—and deserved it. Our whole army looted freely, and committed other martial excesses. But the Germans robbed with a quite remarkable thoroughness. When their paternal rulers drafted them for the British service, and sold them at so much a head to King George, they were given to understand, without the least authority, that they would receive grants of land in America. When they found they had been deceived they were not unnaturally savage. Some credit is due to them for not going over bodily to the Americans, who could have provided them with farms, since they had the whole continent to draw on, and probably would have been open to a bargain. If even two or three battalions had passed over to Washington, the effect on us would have been disastrous. All confidence in our hired foreign soldiers would have gone, and we could not have kept the field. Luckily for the British Government, they were loyal to the little salt they got—or shrank from making an irreparable breach with their home in Germany. It was less to their honour that they compensated themselves by laying hands on all the portable property they could find, and this they did with true thoroughness, on a system and with care. The British soldier was not wanting in will to equal their achievements in this sort, but here, as in other fields, drink was his ruin. He got tipsy, and when in this genial condition was unable to make a scientific search, or walk away with his acquisitions.

* * * *

In the winter of 1776 Sir William Howe had put his men into winter quarters in New Jersey. He had established posts on the Delaware. The highest was at Trenton, and there were others at Bordentown and Burlington. The last-named was only twenty miles from Philadelphia, then the headquarters of the Congress. The American forces were few in number and very ill-appointed, partly through want of money, but partly also on account of the ill-will of the people, who disliked military discipline and prolonged service. The patriots would turn out when the British troops came among them for a skirmish, but they generally disliked going to a distance, and could not be got to remain with the colours for a day after the end of their short spells of militia service. All was not devoted heroism on the American side by any means. Washington saw clearly that if the Delaware froze, as it was likely to do after Christmas, there was nothing to prevent Sir W. Howe from marching into Philadelphia. The Americans could not stand in the open, and rarely did till the end of the war. At Guildford, where they fought well, they were three to one, and were yet soundly beaten by Cornwallis. Morgan's victory at Cowpens was mainly due to the folly of our General Tarleton, a flashy personage who may be defined as a military Sir Sidney Smith acting in less happy circumstances. So Washington came to the conclusion that the most effectual thing he could do was to shake up our posts on the Delaware, and force them back from the river. The year 1776 had been a bad one for him and his people, and an even partially successful attack on Sir W. Howe's troops would have a good moral effect.

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Acting on this spirited and also thoroughly sound calculation, he decided to deliver his blow on Christmas night. The onset was to be made at three points. General Erwing was to cross at Trenton Ferry, a mile below the town, and Cadwallader lower still, near Bordentown. Neither was able to get over owing to the quantity of floating ice on the river. Washington himself crossed at McKenky's Ferry, about nine miles above Trenton. His force consisted mainly of Pennsylvania and Virginia Militia, who would probably have made no stand on "a stricken field," but were very fit for a piece of partisan service. Whether he was more lucky than Erwing and Cadwallader, or, as one suspects, because he was more resolute, he triumphed over the floating ice, and reached the opposite shore with his men. But it was hard work, and when the New Jersey side was reached the ground was so frozen and slippery that his progress was slow. His plan had been to reach Trenton by four in the morning, but, as a matter of fact, it was nearly eight before he was at Rall's outposts.

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And now was seen the unfailing consequences of allowing soldiers to plunder, and of entertaining an indiscriminate contempt for their opponents, as our officers, whether British or German, habitually did. Numbers of Rall's men were not forthcoming when they were wanted. It is said with every appearance of probability that some hundreds were absent on looting expeditions. Others may well have been celebrating Christmas. What is certain is that when Washington turned up from McKenky's Ferry, marching in two columns down parallel roads along the river, Rall had not the use of nearly all the 1,400 or 1,500 men he was supposed to have at Trenton. Moreover, and here the contempt of his enemy came in, the Hessian officer rushed on to destruction. When his picket was attacked he sent a detachment to reinforce it. Of course, the two were driven in by the superior numbers of the Americans. Then Rall made a courageous but very unthinking charge with such of his soldiers as he had got together. He was soon mortally wounded, and the Hessians were swept headlong into Trenton. Washington followed up his success fiercely, and in a very short time 930 men surrendered. The light cavalry galloped off down the river to Bordentown, and reached it safely, since Erwing had been unable to pass the river. The marauders also escaped capture, and were able to pass themselves off as honest men who had retreated. A contemporary writer observed drily that "blame was loosely scattered everywhere" for this regrettable incident. We have seen the process of scattering blame loosely in full swing in our own days. The practical result of the

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surprise was that our troops were tumbled out of their comfortable quarters all over New Jersey, and that eager attempts were made to bring Washington to book. He was too wily, and got back with his prisoners, whose appearance in the streets of Philadelphia had a reviving effect on the spirits of the Americans.

* * * *

The surprise was very characteristic of Washington. The father of the American Republic was above all a statesman-soldier. No man ever understood better the importance of moral strength in war. When he had lost a battle and had been compelled to retreat it was a regular method with him to seize the first chance to deliver a sharp counter blow. Trenton was the forerunner of the less successful stroke at Germantown after Sir W. Howe's occupation of Philadelphia. He certainly did not suppose in either case that he could force the whole British Army to fall back. The object of his offensive was simply to check the confidence of his enemy, and revive the spirit of his own side by showing that he was still able to achieve successes, and that his army was still in being. For such a purpose, what used to be called in the Napoleonic period an "hurrah," that is to say, a sudden fierce onfall on some point of the enemy's line, answered very well. Even when he failed, as at Germantown, he had at least proved that he was still in existence and was formidable. The demonstration always did something to counteract the effect of his late retreat, and inspired hope for the future in his own men. By such pertinacity a great hearted commander can pluck victory out of the midst of wreck. It is a very true saying that nobody is beaten till he acknowledges that he is, and that more men have failed by premature confession of defeat than have been fairly vanquished by force.

DAVID HANNAY.

"HOCH DER KAISER."

Photo. Copyright.

ON BOARD A GERMAN MAN-OF-WAR.

The delivery of good things and good wishes for Christmas is just over, and the men have settled down to see "what someone has sent them."

THE German seaman, no less than his brother on land, is fond of good living, and although no doubt he does a lot of work he also manages to get in plenty of play. Christmas in the German Navy is an exceptionally joyful time, for of all the nations bar none the German is most devoted to the old-time customs and ceremonies of the season of peace and goodwill.

In the peculiarly appropriate picture we reproduce herewith will be seen all the signs of good-fellowship and happiness which are still supposed to prevail during Christmas-time, and it will be noticed that all are engaged with some token of friendship, in the majority of cases no doubt from sweethearts and wives. The baskets of good things in the foreground seem to say the sailor's lot is far from cheerless when there are loving hands at home to do him up such a parcel for Christmas. Two of the men, it will be noticed, are imbibing "the wine of the country" from what an English lady once described as "those dear, darling little mugs," which any traveller will remember seeing in the Biergartens and Halles of Berlin and elsewhere. And to cap all is the Christbaum, an institution as inseparable from the German idea of Christmas as the plum-pudding from the English.

The history of the German Navy, although far from being so interesting and full of incident as is our own, forms, nevertheless, good reading. To the Hansabund, which was formed in 1248, is directly attributable the first step towards a united Navy. The might of this party grew with the centuries, until in 1428 their Fleet numbered over 200 vessels. But in the later years of the fifteenth century and during the whole of the sixteenth century the power of the "bund" declined, and finally died out in 1669. But their good work had not been for nothing, for they left their war-ships behind as patterns for others to build on, and well was the lesson taken to heart. The manning of the fleets was on the feudal system, and the principal commands went to men who had had sea-training and who were yet better educated than the majority of the sailors of those days.

During the seventeenth and eighteenth centuries the fleets of the various provinces continued to grow and improve. The first German Prince to fly his flag in a war vessel was the Grand Duke Friedrich Wilhelm of Brandenburg, a far-seeing man and a cool-headed commander, who did much for the good of his country's Fleet. When he could not buy ships he hired them, and for many years he went on building up a mighty Navy, which was firmly established, and which was yet further secured by the foundation in 1684 of an Admiralty in Berlin. In 1840 the German Navy numbered ten steam vessels of war and two sailing-ships, but it was not until 1871 that the Navy as it exists to-day was brought into being.

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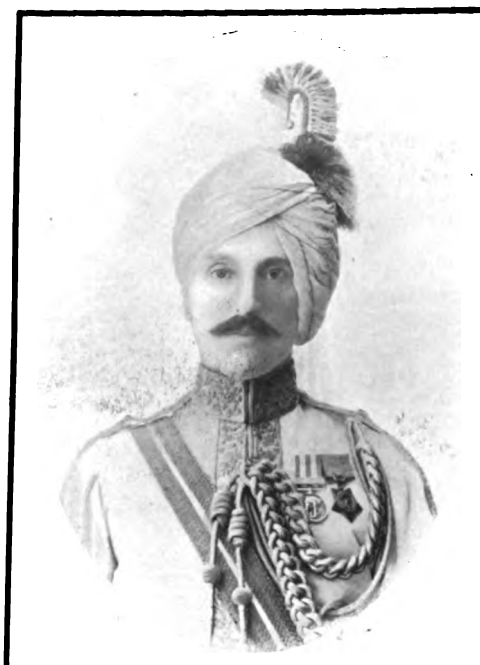
CAPT. D. CAMERON, CENTRAL INDIA HORSE.

SOLDIER PRINCES OF INDIA.

By CAPTAIN OWEN WHEELER.

THE Imperial Cadet Corps here illustrated may be not unfairly described as one of the most remarkable developments of British rule in India which has as yet been recorded. It is the solution—and, as far as can be seen, the absolutely satisfactory solution—of a problem which has long interested students of Indian, and particularly of Indian military, affairs. It goes without saying that among the ruling and princely families in our great Eastern Dependency there is a wealth of military sentiment, even where there is not the same actual love of fighting that dominates some of the more warlike races. The Kshattriyas or Rajputs, in which kings and fighting men (the former chiefly because they were the latter, as a matter of course) were included, were one of the four great original castes into which the Brahmans divided the people, and the profession of arms is still honoured, particularly in Northern India, very much more than the pursuit of commerce. Of this sentiment, it is needless to say, we have taken full advantage in the formation of our magnificent Native Army, every rank of which is pervaded by a spirit of true soldierliness and professional pride that is not surpassed in any other Army in the world.

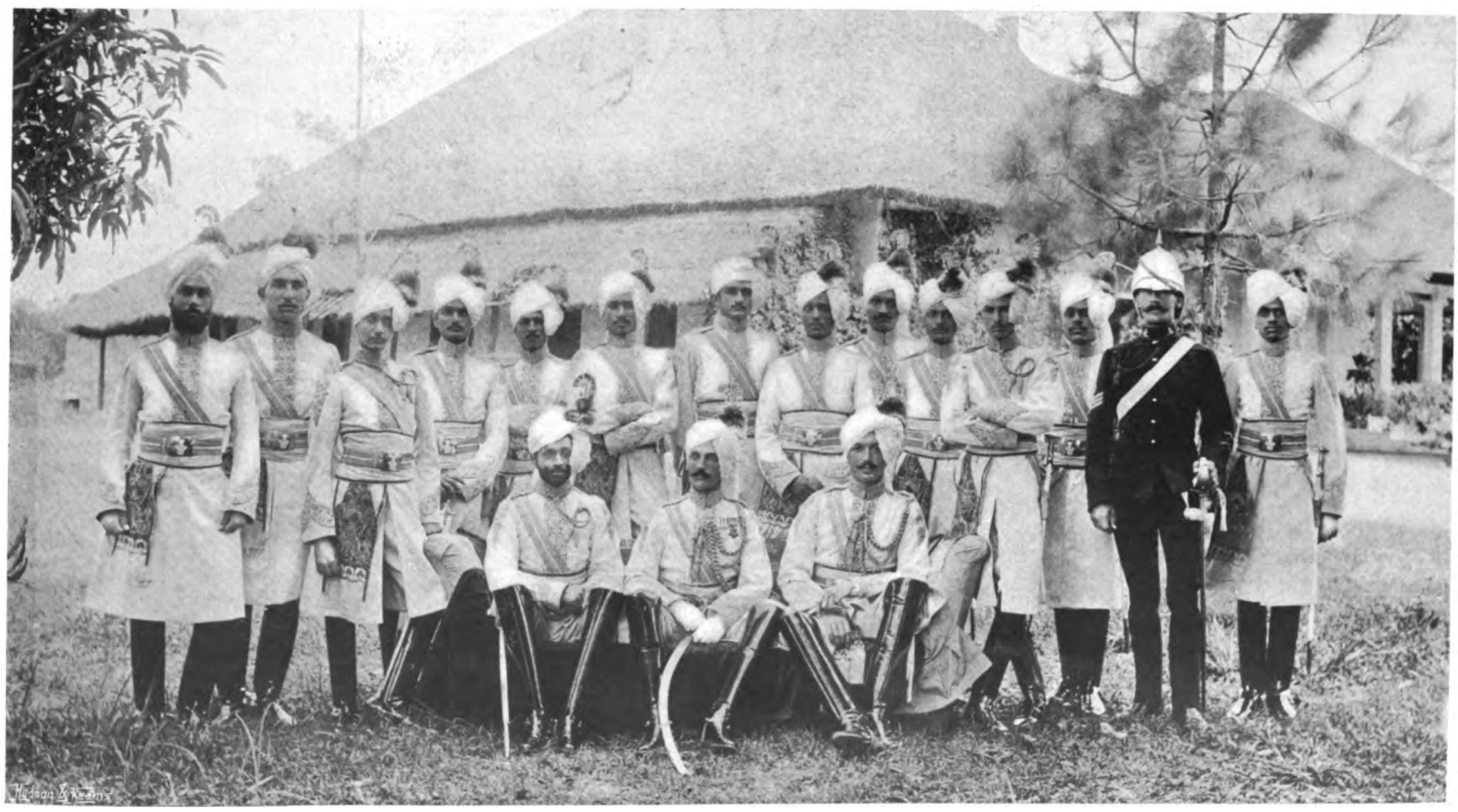
In our system of officering our Native regiments there is scope for the employment of a class superior to that from which the men in the ranks are mostly derived. In the several grades of native officer, ranging from the jemadar of infantry to the ressaldar-major of cavalry, are to be found hundreds of fine fellows of good birth and excellent breeding, and, as I have had occasion to remark in my weekly notes, it would be difficult to meet with a much better specimen of manners generally than the frank, courteous native officer of a crack cavalry corps. But between this class and the families of Ruling Chiefs and Princes there is a distinction, and the scions of the latter, however keen their military instincts, could not be asked to work their way up through these intermediate ranks.



MAJOR W. A. WATSON, CENTRAL INDIA HORSE.

Also there are objections—shadowy, perhaps, to some, but, from the standpoint of knowledge and experience, very real objections—to giving young Indian Princes commissions in Native regiments, and placing them from first to last on exactly the same level as British officers. There is no necessity to go into this question at all deeply here, but one argument may be put forward which will probably be convincing. If commissions were given on this system, it would be impossible to withhold the ordinary opportunities of regimental promotion, and this might conceivably mean the subordination of a British combatant officer to one who, although of princely lineage, was still not of the blood and colour that mean almost everything in India where mastery and leadership, especially in the field against alarming odds, are concerned.

The Imperial Cadet Corps is a skilful and apparently a brilliantly successful compromise. It affords to the sons of the kingly houses of India an opportunity of gratifying their military instincts in a manner, and to an extent, hitherto quite outside the region of practical politics. These young princes can obtain a special education, amid surroundings and in conditions appropriate to their rank, in the various



THE IMPERIAL CADET CORPS.

Group of officers and cadets, including several Ruling Indian Chiefs.

From Photographs taken specially for "Navy and Army Illustrated" by Mr. L. K. Mitchell, artist.

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IN MUFTI.

In the intervals of work the pleasantest possible social intercourse prevails.

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AFTER A POLO MATCH.

The corps can now put an absolutely first-class team in the field.

From Photographs taken specially for "Navy and Army Illustrated" by Mr. L. K. Mitchell, artist.

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"Princes' Colleges" which have been established by Government throughout India, but in any such curriculum it would be impossible to include a first-class system of military training. By admitting carefully selected members of the kingly houses to a special corps, and placing them under carefully selected British officers, various objects are most satisfactorily attained. In the first place, it is made a matter of real emulation to be appointed to such a corps, and no one who has not obvious qualifications and a genuine love of soldiering "need apply"; secondly, it is easy in such a special organisation to maintain proper discipline; thirdly, the actual training given can be of the very best and most practical sort, fitting those who have received it to do good work hereafter as staff officers and in other useful military capacities; and, lastly, the members of the corps are placed in the pleasantest possible social intercourse, not only with one another, but with British officers at the two stations in which the corps is quartered, in the hot and cold weather respectively.

The Imperial Cadet Corps may be said to date its actual existence from January 1, 1902, when the first batch of cadets were in residence in the cold-weather camp of the corps at Meerut. Among the "pioneer" cadets were no fewer than five of the Ruling Chiefs of India—their Highnesses of Jodhpur, Kishengarh, Jaora, Rutlam, and Dholpur. Twenty-three cadets in all had been finally selected for appointment to the corps, and of these the majority are included in our portrait group, the remainder being absent on short leave. By April the corps had moved up to its hot-weather quarters at Dehra Dun, where it was inspected by the Viceroy, and formed, for the time being, His Excellency's mounted escort. Lord Curzon, it may be mentioned, has taken the keenest possible interest in the corps, and has publicly alluded to it in affectionate terms as his "dear child."

The uniform and equipment of the corps are on special lines, the idea being to maintain, as far as possible, race traditions, and at the same time to introduce an effective combination of serviceableness and tasteful splendour. The uniform has been seen in London, it having been worn during the Coronation festivities by Sir Pertab Singh, Maharajah of Idar, the honorary colonel of the corps. It consists of a long white "achkan," or frocked coat, with Star of India blue facings and Indian gold embroidery, a blue Kashmir kamarband with crimson embroidered ends, gold belts, Star of India blue and gold turban, with a gold "turrah" atop, and a gold "serpesh," or head ornament, bearing the corps cypher and motto, "For the King," supported by chains. It would be difficult to imagine a more appropriate and striking *tout ensemble*.

The Government of India, doubtless with a view to harmony and the prevention of unnecessary emulation among youngsters, whose income in some cases can be counted in millions of rupees, has wisely decided to provide the chargers of the Imperial Cadet Corps itself, and the cadets are accordingly mounted on handsome black Australians—active blood horses, from 15-h. 1-in. to 15-h. 3-in. The saddlery is simple and neat, with a white buff poll-piece, a handsome addition being provided in the snow-leopard skins, which investigation has shown to be not so rare as some supposed who were sentimentally afraid lest the increased demand for its skin would lead to the swift extermination of the beautiful creature in question.

The discipline and routine of the corps are distinctly strict. In the early morning the cadets are drilled on horseback and in the afternoon on foot, whilst theoretical instruction occupies several hours in the middle of the day. The evenings and the whole of the weekly holidays are devoted to manly games, and the corps can put a very fair cricket eleven into the field, while at polo, as might be expected, it is very "bad to beat" indeed.

The honorary colonel of the Imperial Cadet Corps is, as has been already noted, Maharajah Sir Pertab Singh, who is an Honorary A.D.C. to the King, and who not only took a leading part in the institution of the system of Imperial Service Troops, but himself saw service during the Frontier Risings of 1897-98, and was wounded when acting as Extra A.D.C. to the late Sir William Lockhart during the latter's expedition to Tirah.

The commandant of the corps, whose portrait in uniform is here given, is Major W. A. Watson, of the Central India Horse, son of the fine veteran of the Bombay Army, General Sir John Watson, V.C., who commanded the cavalry in the Indian Contingent which Lord Beaconsfield brought to Malta. Major Watson has not only seen active service, but has the Staff College certificate and four years' experience as a Deputy-Assistant-Adjutant-General for Instruction, a most important qualification for his present appointment. He is assisted in his duties by Captain Donald Cameron, also of the Central India Horse, who, before joining the Indian Staff Corps, belonged to the Royal Artillery, and has thus had an early training in the more scientific branches of the art of war.

The corps has an assistant-adjutant, Honorary Lieutenant Rao Bahadur Dip Singh of Bikanir, and from the twenty-three cadets, seventeen of whom are Hindoos, and six Mussulmans, four Under Officers have been selected.

Such is the constitution of an organisation on the possibilities of which it would be easy to expatiate, but the development of which, along its own lines of progress, is better left to time and circumstance. Enough has been said to show that no effort has been spared to give the Imperial Cadet Corps a fair start, and it will be strange indeed if success does not follow as a matter of course.

Above all, the Government of India is to be congratulated on having approached this subject in a spirit of broad-mindedness, instead of attempting to surround an exceptional design with a number of petty restrictions such as would have been fatal to its successful accomplishment. Particular credit is due to those responsible for the emphasis laid upon the social environment of the Imperial Cadets. Sport and athletic games upon English lines will do quite as much towards making good soldiers of Indian Princes as mere drill, and it is good to see how thoroughly this principle has been recognised in the regulations for the general conduct and maintenance of this remarkable corps.

H.H. THE MAHARAJA OF KISHENGARH.

H.H. THE NAWAB OF JAORA.

Photos. *Mitchell.*

H.H. THE MAHARAJAH OF JODHPUR.

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THE "HOOD."

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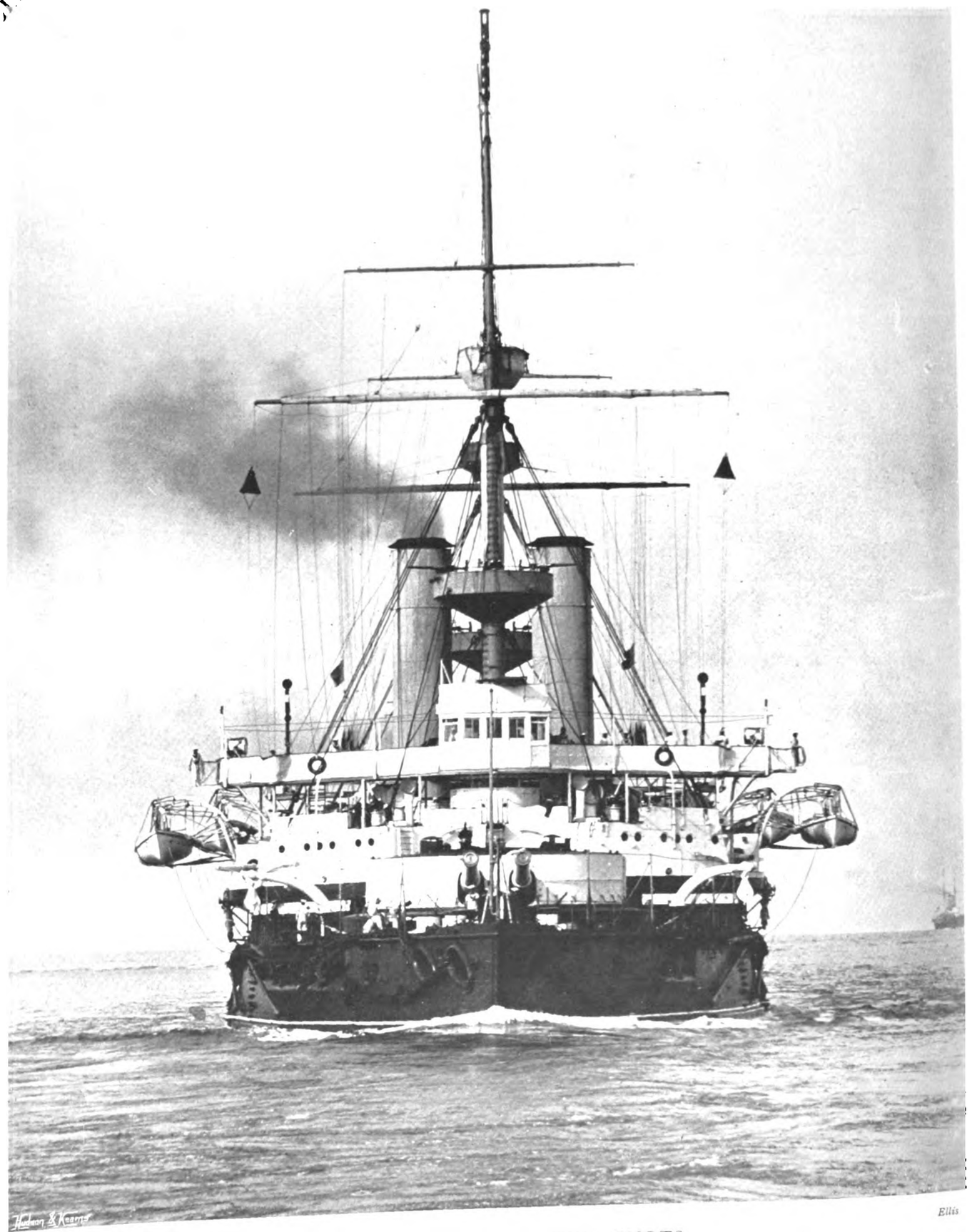

Photo. Copyright.

STEAMING AHEAD AT TEN KNOTS.

Laid down at Chatham, 1889. Launched, 1891. Length, 380-ft. Beam, 75-ft. Displacement, 14,150 tons. I.H.P., 13,000. Nom. speed, 17·5 knots. Thickest armour, 18-in. Heaviest gun, 13·5-in. B.L.

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THE "ILLUSTRIOUS."

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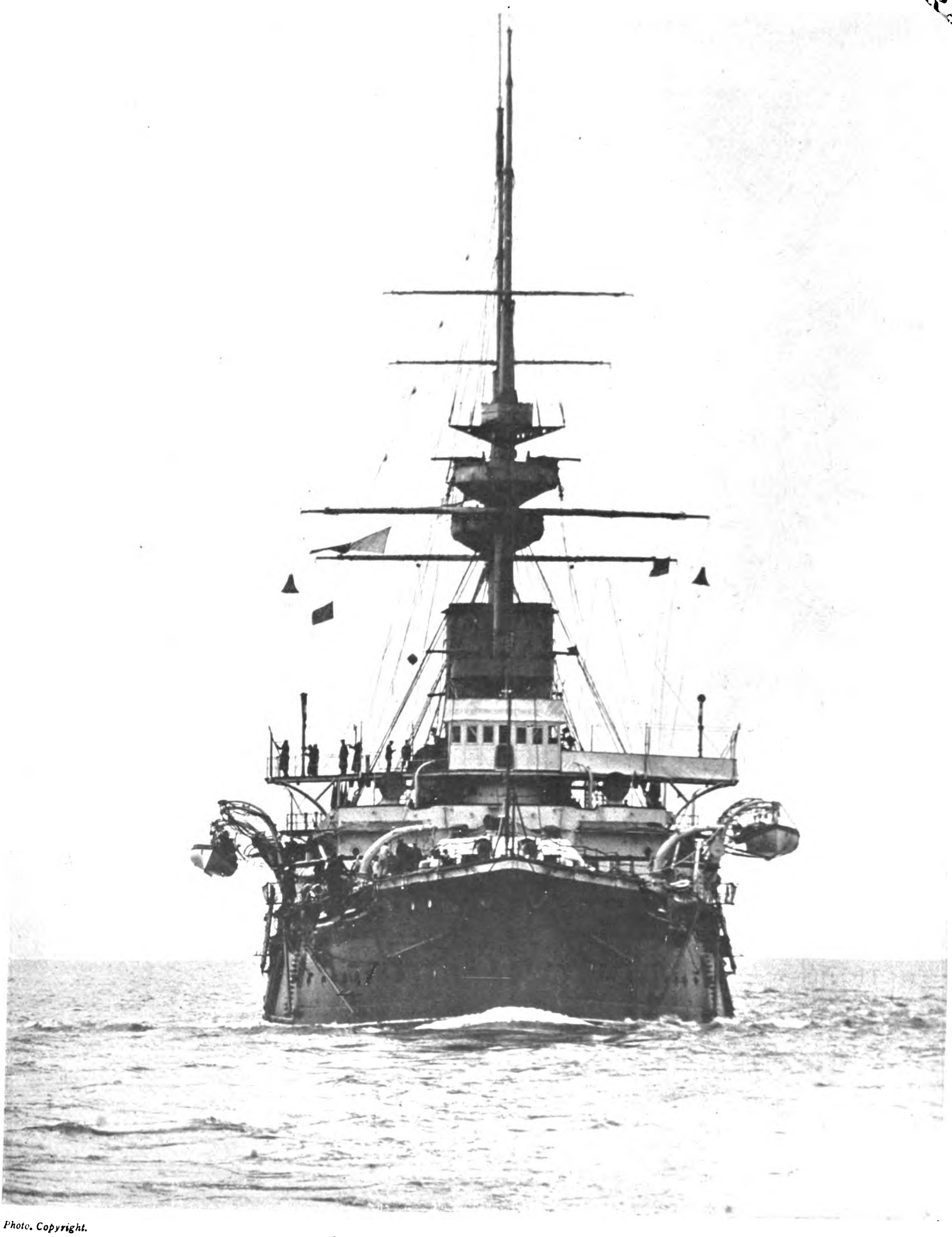

Photo. Copyright. *Ellis.*

GOING INTO BANTRY BAY.

Laid down at Chatham, 1895. Launched, 1896. Length, 390-ft. Beam, 75-ft. Displacement, 14,900 tons. I.H.P., 12,000. Nom. speed, 17·5 knots. Thickest armour, 14-in. Heaviest gun, 12-in. B.L.

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HOW WE SPENT CHRISTMAS ON THE VELDT.

By TRAINBAND.

"PEACE on earth, goodwill towards men." Not even on the veldt, in the midst of one of the greatest struggles that the world has ever seen, could the blessed message be forgotten. For us, it is true, at the time peace was not a present happiness, but goodwill towards each other, always apparent, was certainly intensified by the thought of Christmas and all that it means. Nor was this sentiment in any way lessened on account of the very mixed nature of our unit. In the squadron, or I should rather say company, of Imperial Yeomanry with which I was serving in South Africa all classes of society and all varieties of character were to be found. We had *alumni* of "our universities of Oxford, Cambridge, and Dublin, and our colleges of Eton and Winchester," and others, who, to say the least, were very decidedly "rough diamonds." But most clearly impressed on my mind is the recollection of the son of a small farmer of the West Country. He was, indeed, one of Nature's gentlemen, straightforward, truthful, kind-hearted, and brave; he was, moreover, a fine horseman, which was, after all, not always an easy thing to find in the ranks of the Yeomanry. Poor fellow! He was shot through the lungs a few days after Christmas, and died with the Old Year.

But it is of Christmas that I am writing, and as that day approached all ranks, including the "rough diamonds," seemed to feel its influence. Several little differences and quarrels were made up, and the officers put forth great efforts to give the men a good time. By a happy coincidence, on December 23 letters and parcels reached our post simultaneously with the arrival of the Active Service Company of a Volunteer corps in which I had once held a commission. Naturally I went to look up the members on the first opportunity, and seeing the faces of the men from ——shire was quite like a glimpse of home to me.

But the letters were the great joy to all fortunate enough to receive any. One man, I know, kept his unopened until Christmas Day itself dawned, and possibly others acted in a similar manner. There was an all-pervading sentiment that the pleasure of Christmas must be emphasised; and emphasised, indeed, it was, although a temporary gloom was cast over one detachment the night before through an accident with a rifle, in which a very popular man was shot dead on the spot. For Christmas Day itself, far off as we were from any very large concentration of troops, quite an attractive programme had been arranged. Of course the usual necessary military dispositions had to be made, reliefs furnished, and routine duty performed; but we did not anticipate any trouble from the enemy at the moment, and the day passed without interruption. Sports, athletic and otherwise, were instituted on a large scale, and great keenness was evinced in inter-regimental competitions. In my company were two men to whom the cinder-track was not unknown, and small bets were freely laid by all of "Ours" on our own stable.

The officers afforded some amusement by riding a kind of steeplechase, but as it was not permissible to risk injury to the horses, the course was short and easy. Some compensation for this was afforded by the jockeys being obliged to ride bare-backed. A doctor entered for this contest mounted on an almost white steed, which a comrade remarked was singularly fitting, as it so clearly suggested "Death on the Pale Horse." He subsequently observed that it more nearly implied "Death *under* the Pale Horse," for the medicine man came an imperial crowner at the first fence, at which the white horse pecked rather badly. The usual type of pedestrian competitions were carried out on the level stretch by the temporary camp, and proved, in spite of the summer heat, a great success. Perhaps most interest was centred in the tug-of-war—at any rate the spectators made more noise while it was going on than they did at any other time.

In the early part of the afternoon took place the great event of the day, the Christmas Day dinner. The menu was carefully written out, but unfortunately I did not obtain a copy of it.

The man who sat on my left had been a prisoner in the hands of the enemy, and, indeed, had not long reached us. He was in wonderful spirits, though with his unshaven face, long hair, and slouch hat he said himself that he was sure he looked "exactly like a poet out of work." He had a great deal to relate about his experiences when a prisoner, and on the whole he appeared to have been remarkably well treated. It happened occasionally that his guards behaved in what we should certainly consider a somewhat "smug" manner; but as he observed to me, "you cannot make a silk purse out of a Boer's ear." My neighbour was altogether very good company, and possessed an inexhaustible fund of anecdote. One of his stories somehow even now always comes into my mind whenever I think of him, though it must be remembered that a little humour went a long way on the veldt.

It seems that almost immediately after his arrival in South Africa he had been detained through illness for some time in Cape Town. When convalescent he used to wander about the place a good deal, during the time he was awaiting orders to rejoin his regiment. One day he went into a rather good hotel, and after a drink at the bar ordered a hot bath. He accompanied a servant to the bathroom, and himself superintended its preparation. The attendant was a Frenchman, whose knowledge of English was of the slightest, and I fancy my friend the Yeoman, though quite unjustly, rather prided himself on his conversational ability in French. Now he was not remarkable for a particularly clear enunciation when speaking his native language, and it may therefore be readily believed that he was even more indistinct when he endeavoured to converse in a foreign tongue. When the attendant was about to withdraw, noticing its absence, my friend asked for *savon* (soap). The attendant, however, understood him to have asked for *caleçon* (bathing-drawers), and, after a look of some surprise, observed that though he had always heard the English were an extremely modest nation, he certainly thought they could take a bath by *themselves* without finding it necessary to wear such garments!

During the whole of our Christmas Day dinner the fun was fast and furious, and the entertainment was voted by all a distinct success. After the good things provided had been enjoyed, speeches and toasts became the order of the day. Truthfully may it be said that the loyal toasts were enthusiastically honoured; but, indeed, there was no lack of subjects whose health seemed to demand being drunk. The great speech of the day was from our C.O., who, in an eminent degree, possessed the happy knack of saying the right thing on the spur of the moment. It is almost needless to add that when his health was proposed it was taken as the signal for the nearest approach to "Highland honours" that we could contrive under the circumstances, together with the striking up of "For he's a jolly good fellow," and many rousing cheers. There was nothing which was not genuine in the enthusiasm; for, though a strict disciplinarian, our chief had made himself universally popular.

I have mentioned that two days before a number of letters had reached us. In addition to our individual budget, there were several addressed to our Commandant wishing our company the compliments of the season. These were read out to us after dinner, and the kindly words were greatly appreciated by us, so many miles away. Those who have spent a Christmas out of England—especially on such an errand as ours—will fully understand our feelings on receiving such tokens of remembrance.

The evening was devoted to a smoking concert, which was held in some sheds by the side of the railway line. The place was, as far as possible, decorated with flags and shrubbery, and presented a really civilised appearance in the desert locality. Amongst the members of our little garrison there was to be found a due proportion of musical talent, and some very good songs were sung, while the audience smoked the pipes which had been sent out, with other comforts, in profusion by our county friends at home. The comic element in the songs was most conspicuous, and always appreciated; yet the pathos of the simple and familiar strains of "The Old Folks at Home" and "Auld Lang Syne" was manifestly felt by everyone present. But gloomy thoughts were not given a chance of depressing us for any length of time, and the evening passed as cheerfully as had the day. All who could turned in early, as we had orders to saddle-up before dawn in order to escort a convoy.

Thus ended a day which, as nearly as possible under the circumstances, was passed in accordance with the best and most old-fashioned traditions of the season. Its influence was felt throughout the camp, and I am very sure that none who were then present in that far-distant spot will ever have aught but a pleasing recollection of "How we spent Christmas on the Veldt."

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THE
NAVY & ARMY
ILLUSTRATED.

VOL. XV.—No. 307] SATURDAY DECEMBER 20th, 1902

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COLONEL NEVILLE CHAMBERLAIN, C.B.

Colonel Neville Francis Fitzgerald Chamberlain, who has been Inspector-General of the Royal Irish Constabulary since 1900, has seen a great deal of service. He was on the staff of Sir F. Roberts throughout the Afghan War, 1878-76, and was wounded at Candahar. He also commanded the Khyber Force in 1899, and on his return soon after took up the post of Inspector-General, and has done much for the corps since his appointment.

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NAVY & ARMY ILLUSTRATED.
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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

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THE VENEZUELAN IMBROGLIO

THERE are so many newspapers nowadays, and so many of them are conducted by persons who are both ignorant and unpatriotic, that it is difficult for the unfortunate British public to make up its mind upon any question of the day. There are, in addition, so many people who push themselves into a brief political prominence, without any qualifications for leading opinion aright, that matters which are in reality quite simple are made to appear to be hedged about with all sorts of difficulties. Take the case of Venezuela, for example. Venezuela is one of the most unprincipled of the South American Republics, whose crooked financial ways have long been a by-word in Europe. It is a country which is constantly disturbed by civil warfare, and in the course of civil warfare property belonging to foreign inhabitants frequently suffers damage. It is a country, also, which is quite willing to enter into all sorts of agreements with foreign merchants and with undertakers of profitable enterprises, but which is seldom willing to fulfil its part of a bargain. For years past several of the nations of Europe have been dunning Venezuela, without any result, for the payment of just claims made against it. At last the patience of two of the countries whose subjects are especially interested has given way. A short while ago Great Britain and Germany resolved that they had exhausted all the ordinary means of securing a settlement. They determined, therefore, to adopt extraordinary means, and they have sent Naval squadrons to present their bills at the cannon's mouth.

One would think that all Britons and all Germans would equally agree in backing up the action of their Governments. So far as we know, the German people are undivided on this question, but unfortunately there is a section in the United Kingdom which is firmly persuaded that any step taken by a British Government, when it brings us into collision with another country, must, of necessity, be a step in a wrong direction. This is why we hear so much talk about the "brutality" of coercing a small Republic; about the "insolence" with which we have presented our claims; and about the inadvisability of sending ships of war to secure payment for liabilities to private individuals. There is also, we are sorry to see, a cry raised in quarters where a sane view is usually taken on Imperial questions against our going into this matter hand in hand with Germany. It is quite true that the correspondence recently published concerning the foreign troops at Shanghai did not show up German statesmen in a pleasant light. They tried to steal a march upon us in China, and they went about it in an underhand and unfriendly manner. But there is no reason why we should not take measures in one part of the world in concert with Germany for the reason that we are obliged to keep a sharp eye upon them in another. A merchant would not refuse to advance his interests by acting in co-operation with a firm in Canada because he knew that this firm was a trade rival of his in Australia. It happens to suit both British and German interests that the claims upon Venezuela should be jointly enforced. It is absurd as well as misleading to say that we have been dragged at the heels of Germany and that we have taken up this policy at this moment simply in order to oblige them.

As to the view that private citizens, when they suffer injustice, ought not to expect that their cause will be made a national cause, there is something to be said on both sides. But we fancy that most Englishmen agree with what Lord Palmerston once laid down as the basis of his policy. He said that, "As the Roman in days of old held himself free from indignity when he could say 'I am a Roman citizen,' so also a British subject, in whatever land he may be, ought to feel confident that the watchful eye and strong arm of England will protect him against injustice and wrong." Those were the words of one of the greatest of English Foreign Ministers, and they were supported by one who afterwards became a famous Lord Chief Justice of England. It was in the debate in the House of Commons on the Don Pacifico case that Lord Palmerston made this declaration and that Mr. Cockburn defended it with the zeal of strong conviction and the finished rhetoric of a great orator.

It is rather instructive to recall just now the facts of this case. Don Pacifico was a Jew who lived in Athens, a British subject by birth because he was a native of Gibraltar. In 1847 an attack was made by the Athenian mob upon this unfortunate man's house, and he made a claim against the Greek Government for some £30,000 as compensation. When payment was refused a British squadron was sent to the Piræus and a number of Greek vessels were seized, just as what is called by courtesy the Venezulan "fleet" was captured last week. The Greek Government, though they were supported both by France and by Russia, soon agreed to come to terms; and when France and Russia protested that England ought first to have consulted them, they were told by Lord Palmerston that it was entirely a matter between Great Britain and Greece, and that no other Power had any business to interfere. In these days when Foreign Ministers are so exceedingly careful of their words, it is refreshing to remember that an English statesman was once bold enough to speak out what was in his mind. It is quite true that, when Don Pacifico's claim came to be carefully examined, it was found to be absurdly overstated, and that he only got in the end about £1,000. But the principle in that case was the same as it is in this, and the instance is a useful one to cite when politicians and journalists who know nothing about the history of their country declare that in Venezuela we are establishing a new precedent.

THE well-known uniform of the British Army may be said to date from the beginning of the eighteenth century, though for some time previously scarlet and blue, the blazon of the Royal Standard, had been the colours of the cloth chiefly bought for the Royal troops. Those so habited, however, formed but a small portion of the troops in the field, men-at-arms being clad in mail or plate, while of the lighter armed soldiers comparatively few were King's men, the majority wearing the colours of the private banner under which they fought. Occasionally a general badge was worn—*e.g.*, the white cross in the Crusades and as late as the time of Edward IV. In Henry VIII.'s reign we find soldiers in white coats with red crosses, and Stow speaks of archers clothed in white fustian, signed on the breast and back with the arms of the City of London, then a red cross. In the sixteenth and seventeenth centuries scarves of the Royal colours or family badges were worn by officers either over the shoulder or round the waist, sometimes round the arm. The decline in the use of defensive armour due to the improvement in firearms rendered the necessity of a uniform more urgent, and scarlet with blue facings was eventually determined on and adopted during the reign of Queen Anne. The red and white feather was then worn, the black cockade not appearing until the time of George II., when it was assumed in opposition to the white cockade which distinguished the Jacobite party.

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THE CRISIS IN VENEZUELA.

THE Republic of Venezuela, upon which public attention is now centred, has had a stirring history. This, indeed, might equally be said of most South American States, which have long afforded a picturesque background to the novelist, owing to the civil wars and financial crises which are the favourite diversions of the fleeting Presidents. These interesting statesmen, always more or less embarrassed by the financial cares of State or the ambition of rival politicians, are usually, like President Castro, military men and invariably Generals. There are many general officers in South America, and most have fought either for or against their respective States. Some have done both, and relatively few have died ingloriously between the sheets. The founder of Venezuela, Simon Bolivar, was one of the most picturesque figures in South American history, but we lack space to sketch his career. He was born in Caracas in 1783, and played a great part in freeing Columbia, Peru, and Bolivia from the dominion of Spain. His military career began soon after Joseph Bonaparte was set upon the Spanish throne by Napoleon.

The Republic of New Granada (which then included Venezuela) was established by Bolivar in 1819. A city bears his honoured name, and even the currency of Venezuela is reckoned in "bolivas." The coin is about equal in value to a franc, and the revenue in 1901 was thirty-seven million bolivas. The present Republic of Venezuela seceded from New Granada in 1830. It has an area of 593,943 square miles, with a splendid sea-board and good harbours, and the nearest British possession is the island of Trinidad, only separated from the coast by the "Serpent's Mouth" Channel. The population, including natives, is 2,322,527. The State Navy merely consisted of a gun-boat (named inevitably "Bolivar") and four or five converted tugs. It ceased to exist very shortly after General Castro had decided to disobey the Anglo-German ultimatum. The Regular Army of 9,000 or 10,000 men is a much more formidable force, and has lately been kept in good fighting trim by the internecine struggle that has helped to produce the present crisis. The Militia is estimated at 60,000 men. The military value of this force is unknown, but the telegrams assure us that every able-bodied Venezuelan is responding to Castro's appeal, so that a considerable army is preparing to resist our just demands.

One of our illustrations depicts black troops of Castro's body-guard. If these natives are to be employed against us, England might be justified in utilising her West Indian regiments. The chief events that have occurred since the repudiation of our ultimatum may be briefly summarised. The period of grace expired on the afternoon of December 9. The British and German Ministers then quitted Caracas. Our Minister went on board the "Retrbuition," the German official the "Vineta," which ships were anchored off La Guaira. Promptly to time joint action was taken by the Naval commanders of the British and German war-ships off the port. The conflicting statements as to the time at which action was taken may be attributed to the difference of longitude, but this is of little importance. Our second-class cruiser "Retribution" appears to have been the only British war-ship off La Guaira, whilst Germany was represented by the "Vineta," "Falke," "Gazelle," and "Panther." This would explain the statements as to the preponderance of German boats' crews engaged in the capture of Venezuelan war-ships, and it may also explain the reported action of the German commander in sinking his prizes. An impression prevails that the senior British officer would not have resorted to a measure which was calculated to excite very strong feeling. The seizure of the four war-ships is stated to have occurred at 4 p.m. The boats of the combined squadron, supported by the "Panther," the German gun-boat, met with no active resistance. The Venezuelan vessels thus taken were named the "General Crespo," "Totumo," "Margareta," and "Assun." Two were taken outside the harbour, and one was disabled as she lay at the wharf, but the "Assun," being claimed as French property, was restored. They were manned by 390 officers and men, but what was done with the crews is not stated. Presumably they were landed. A considerable force of seamen and marines was landed from the combined squadron to bring off British and German subjects. This task was also effected without bloodshed, owing, perhaps, to the promptitude with which the precaution was taken. It is certain that foreigners in La Guaira had been arrested and imprisoned in their own houses by order of the President, and that their release was effected by the Naval landing parties.

Photo Copyright. Bolak.

GERMAN MEN-OF-WAR BOATS.
Proceeding to the scene of action.

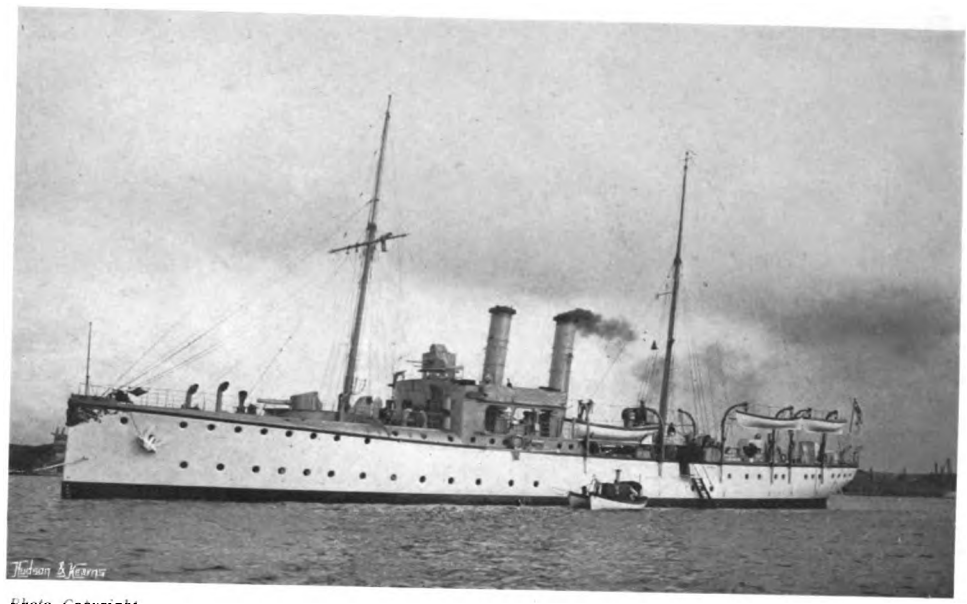

Photo Copyright. Renard.

THE GERMAN GUN-BOAT "PANTHER."
Which took part in the capture of Venezuelan war vessels.

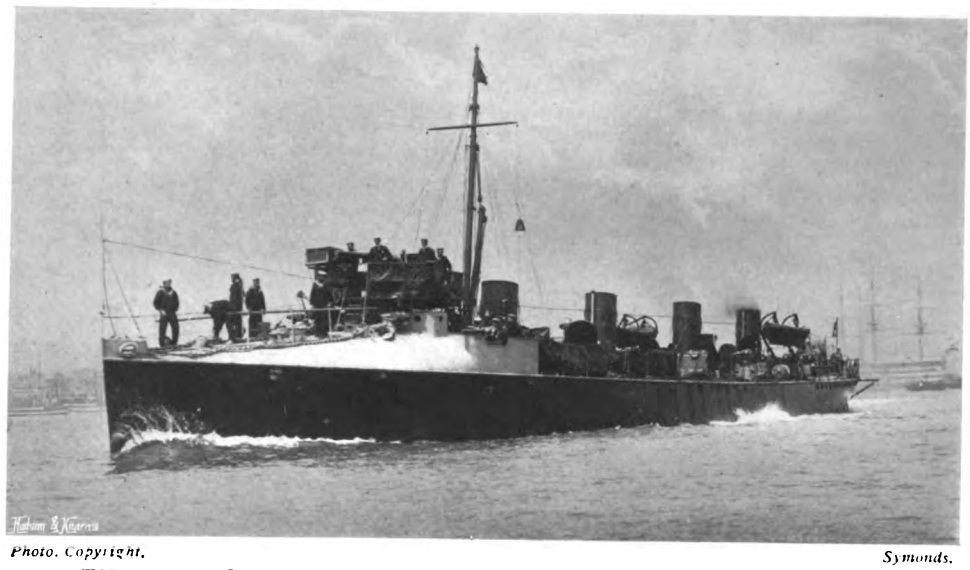

Photo. Copyright. Symonds.

THE BRITISH TORPEDO-BOAT DESTROYER "QUAIL."
This vessel was launched in 1895. *She has a h.p. of* 6 300, *giving a speed of over* 30 *knots.*

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At about the same time of these events at La Guaira, the gun-boat "Bolivar" was seized by our cruiser "Charybdis" at Port of Spain (Trinidad). This capture has not been sunk. The British sloop "Alert" was successful in capturing two vessels, the "Zamora," troop-ship, and the "23 de Mayo," a coast gun-boat. These were taken in the Gulf of Paria. According to the latest accounts, a fairly strong Naval force holds possession of the foreshore and Custom House at La Guaira, whilst a blockade of the Venezuelan coast-line is being organised by Vice-Admiral Sir A. Douglas in conjunction with Commodore George Scheder. We understand that the British

Photo. Copyright. *Rischgitz.*

THE BLACK TROOPS.

Which form the body-guard of President Castro.

squadron will watch the coast between La Guaira and Demerara, and the German between La Guaira and the western boundary.

The whole coast-line extends over some 500 miles, and should Venezuela continue to resist, what is termed "a peace blockade" will be enforced against neutrals.

A tolerably strong squadron is under the command of our Admiral. A description of the vessels will be found on another page, where we reproduce an illustration of the Admiral's flag-ship, the "Ariadne." The flag-captain is Captain Montague Browning, a well-known gunnery officer, whilst Admiral Douglas himself was recently a Lord of the Admiralty. Of the other British vessels taking part in

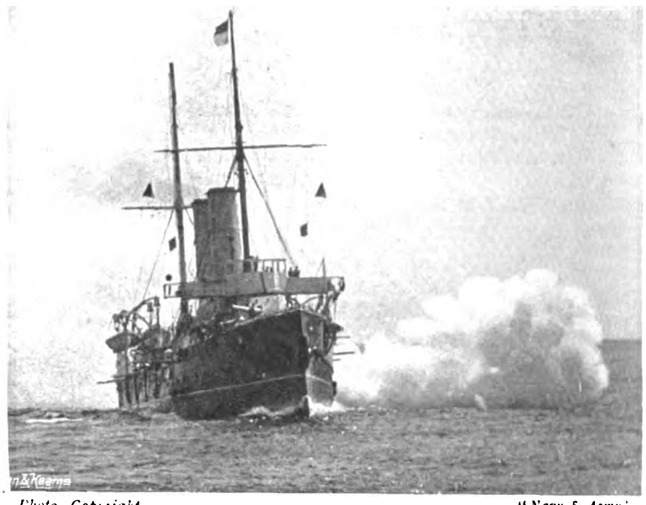

Photo. Copyright. *"Navy & Army."*

PORT GUNS IN ACTION.

Firing from the "Indefatigable," now in Venezuelan Waters.

the operations we are able to illustrate the "Indefatigable" and "Retribution," cruisers, the "Fantome," sloop, and the "Quail," torpedo-boat destroyer. The last-named little vessel and her sister, the "Rocket," which has just been ordered to the scene of action from Bermuda, have a speed of 30 knots, and should prove themselves very useful during the expected blockade. There are some other ships in the British West Indies Squadron, but they are not yet reported to have reached the coast.

Turning to the German squadron, the flag-ship, "Vineta" (illustrated here), is a second-class cruiser of 1897, of 5,900 tons and 10,000 horse-power. She carries a crew of 440 and a powerful armament of two 8-in. and eight 6-in. guns. Her guns are thus superior to those mounted in our second-class cruisers, which, however, are smaller vessels. The "Vineta," on the other hand, carries insufficient coal from our standpoint. We append an illustration, too, of the gun-boat "Panther," a fairly efficient little vessel. The other German ships on the scene are the "Falke," third-class cruiser, of 1,731 tons, launched in 1891, carrying 200 men and eight 4-in. guns,—her speed is 15 knots—the "Gazelle," launched in 1898, also a third-class cruiser, but of larger displacement, and carrying ten 4·1-in. guns. Her speed is 19 knots, and her complement 210 men.

What other ships may be despatched to the coast of Venezuela can only be surmised. The combined squadron will, perhaps, be considered adequate unless any untoward complication arises—as, for instance, with the United States. But, at present, there seems a good prospect of strict neutrality on the part of the Americans. President Roosevelt has been content to remind Germany and England that no permanent occupation of South American territory could be countenanced by Congress. This, to be sure, is a familiar clause in the Monro Doctrine. In this country some regret is expressed that our Government should be playing the part of the monkey and drawing the chestnuts out of the fire for Germany. The Shanghai incident accentuates this feeling. To preserve cordial relations with the United States is also felt to be more important than putting Germany under obligations which she may speedily forget. The claims in themselves are not worth a war, but the prestige of our country is another matter. It is believed the British Government, will be mainly content to rely upon the effects of a strict blockade combined, probably, with land operations upon quite a minor scale. If troops are needed, we already have 2,000 men (inclusive of the West India regiment) quartered in the West Indies, but an effective blockade should suffice for our purpose, and is the more probable measure.

Photo. Copyright. *Graham.*

THE "FANTOME."

An unarmoured sloop with a h.p. of 1,400 and a nominal speed of 13·25 knots. Her heaviest gun is a 6·4-in.

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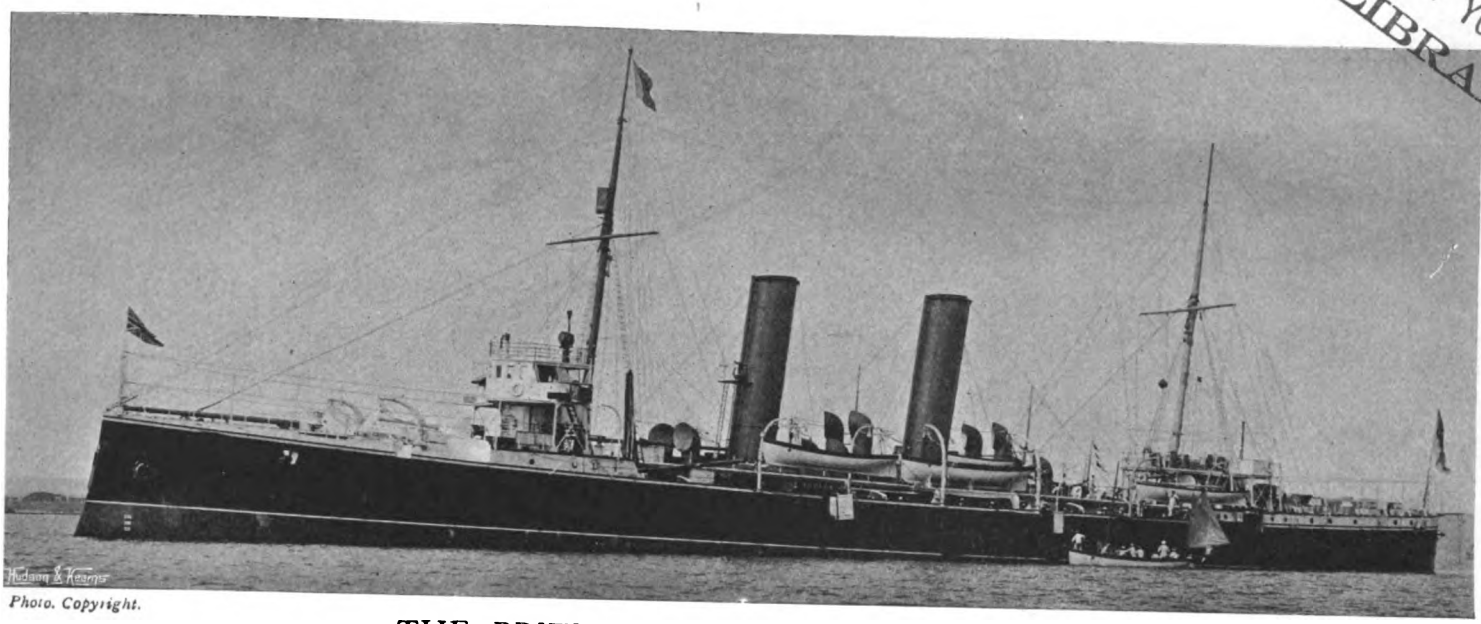

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THE BRITISH CRUISER "RETRIBUTION."

The boats of this vessel assisted at the seizure of the Venezuelan Fleet.

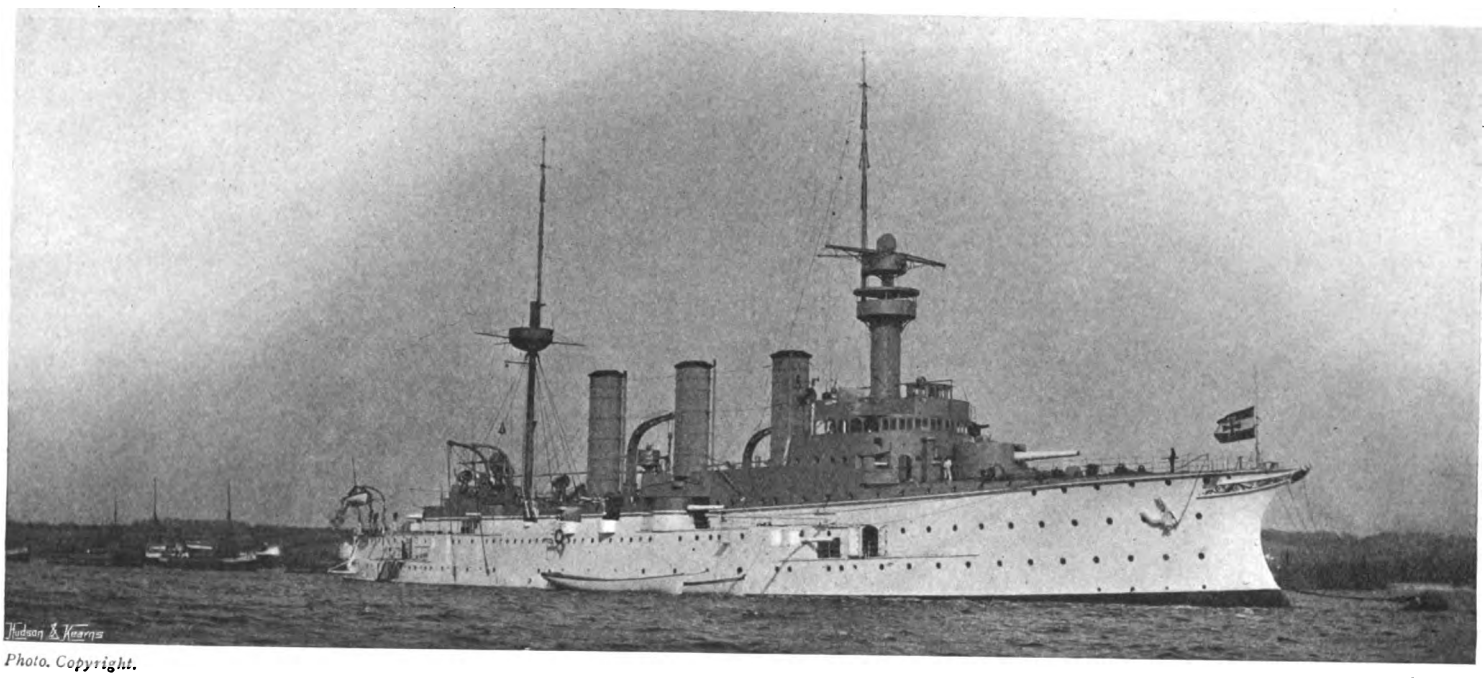

Photo. Copyright. Renard.

THE GERMAN CRUISER "VINETA."

Flying the Commodore's flag at La Guaira when the Venezuelan ships were seized.

Photo. Copyright. Bolak.

DISEMBARKING A LANDING PARTY.

The German boats alongside the wharf.

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NAVAL OFFICERS AT GREENWICH COLLEGE.

GROUP OF CAPTAINS AND COMMANDERS.

Reading from left to right the names are—Standing: Com. H. C. C. Da Costa, Com. C. R. N. Burne, Com. C. W. S. Leggatt, Lieut. Dannerather, Capt. A. A. C. Galloway, Com. C. R. Corbett, Capt. W. O. Story, Capt. Boothb, Com. C. C. Horne, Capt. J. G. Hewitt, Com. F. K. C. Gibbons, and Com. G. E. Cave. Sitting: Capt. T. Y. Greet, Capt. E. A. Simons, Capt. C. W. Winnington Ingram, Rear-Ad. H. J. May, C.B., Capt. A. G. Tate, Capt. E. M. C. Cooper-Key, and Com. A. J. Hotham.

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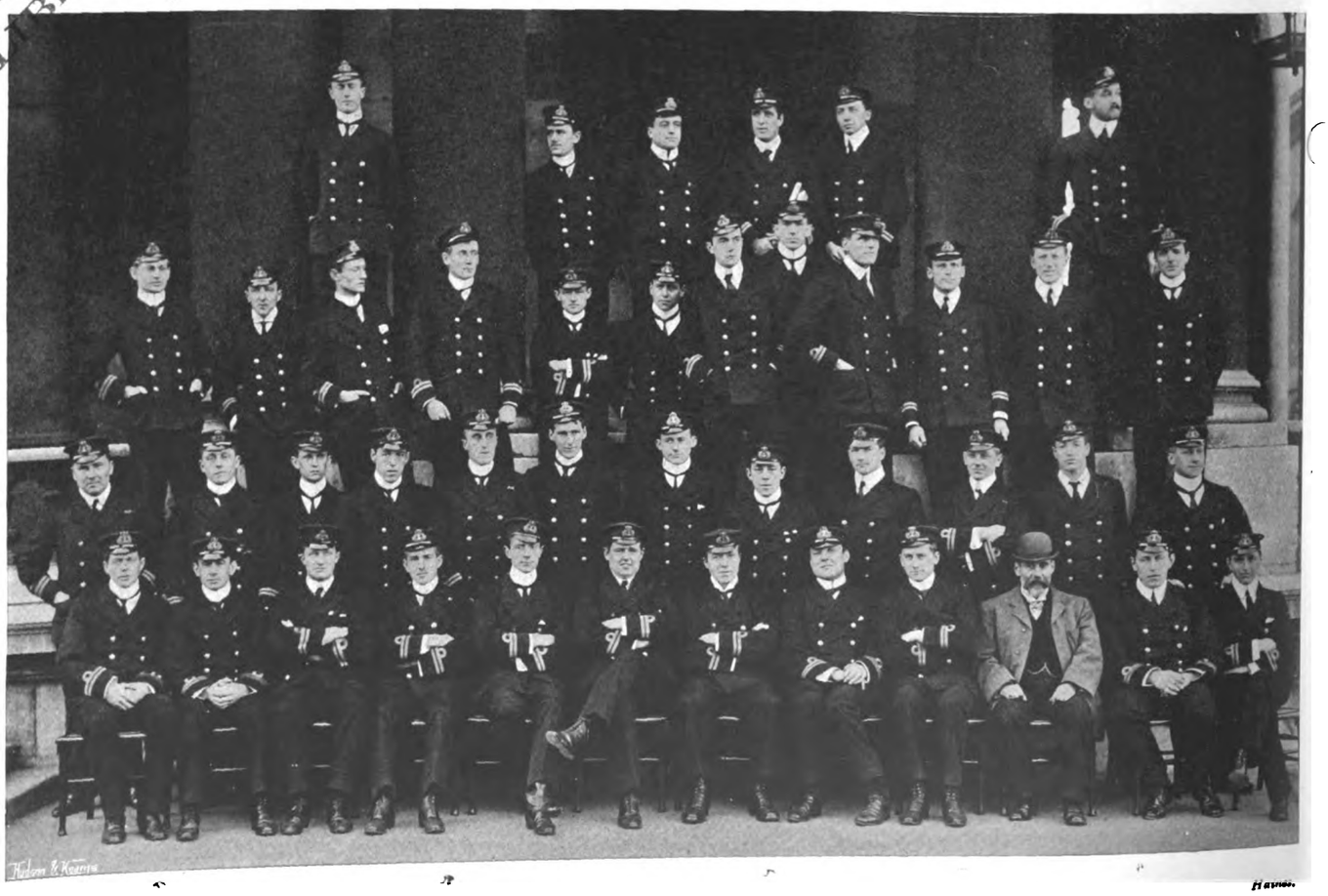

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GUNNERY AND TORPEDO CLASS.

Lieutenants qualifying as specialists in these two subjects.

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THE groups reproduced on these pages are those of officers now or recently studying at the Royal Naval College at Greenwich. These illustrations will afford some idea to our readers of the extensive scope of the instruction carried on at the College; and when it is remembered that since the photographs were taken some of those shown have left and others have taken their places, it will be seen what a large number of officers must pass through the college in the year.

Our first illustration shows the captains and commanders in mufti. The course for these senior officers extends over one session—October to June. It is mainly a war course, including such professional subjects as planning a campaign, attack and defence of fortified places, study of trade routes, tactics, Naval history, and international law. They may also study navigation, Naval architecture, steam, and languages. The officer in uniform is Rear-Admiral H. J. May, C.B., Captain of the College.

The next illustration depicts lieutenants qualifying as specialists in gunnery and torpedo. Their Greenwich course lasts eight months, and includes mathematics, physics, chemistry, fortification, drawing, etc. For a first-class they must secure 3,150 marks, and for a second-class 1,900 out of a possible 5,200 marks.

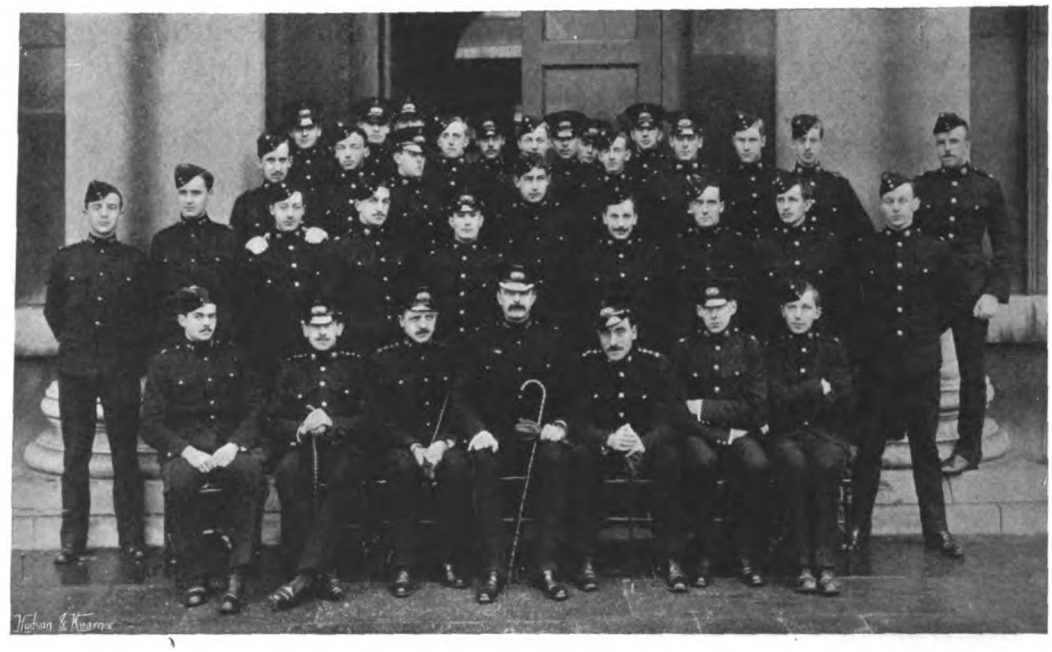
The third picture is a group of Royal Marine officers—Artillery and Light Infantry—all second lieutenants. Artillery officers spend two sessions at the College, Light Infantry only one. The final examination is the same for both branches. The subjects are fortification, strategy, military history, surveying, military law, tactics, topography, French or German, drawing, riding, and gymnastics.

The centre illustration on this page shows acting sub-lieutenants studying "Part I.," or a course in elementary mathematics, mechanics, physics, navigation, nautical astronomy, surveying, steam, and French. At least fifty per cent. of the maximum marks must be secured. A second trial is allowed, but no more.

The bottom picture illustrates the course known as "Part II.," which the officers are studying, and which includes dynamics, statics, hydrostatics, physics, etc. These officers have obtained a high standard of marks in "Part I.," and are therefore retained for further study. For a first-class they must ultimately secure not less than 1,500 out of a possible 2,000 marks.

The top picture on the next page shows the Probationary Assistant Engineers who have passed through Keyham College. They spend one session at Greenwich, studying physics, chemistry, heat, combustion, ship-building, engine designing, etc.; also mathematics—pure and applied—theory of the steam-engine, theory of waves, and propulsion of ships. A first-class certificate accelerates promotion to the rank of Engineer.

Our last group shows the acting sub-lieutenants studying pilotage under Staff-Captain C. Brent and Lieutenant Montanaro. This course affords an insight into all subjects connected with the navigation of ships in the vicinity of land.



ROYAL MARINE OFFICERS.

Second Lieutenants of Artillery and Light Infantry qualifying for promotion.

NAVIGATION, "PART I."

Acting sub-lieutenants studying for the first examination in navigation.

Photos. Copyright. *Haines.*

NAVIGATION, "PART II."

Acting sub-lieutenants who have qualified in Part I. and undergo a longer course.

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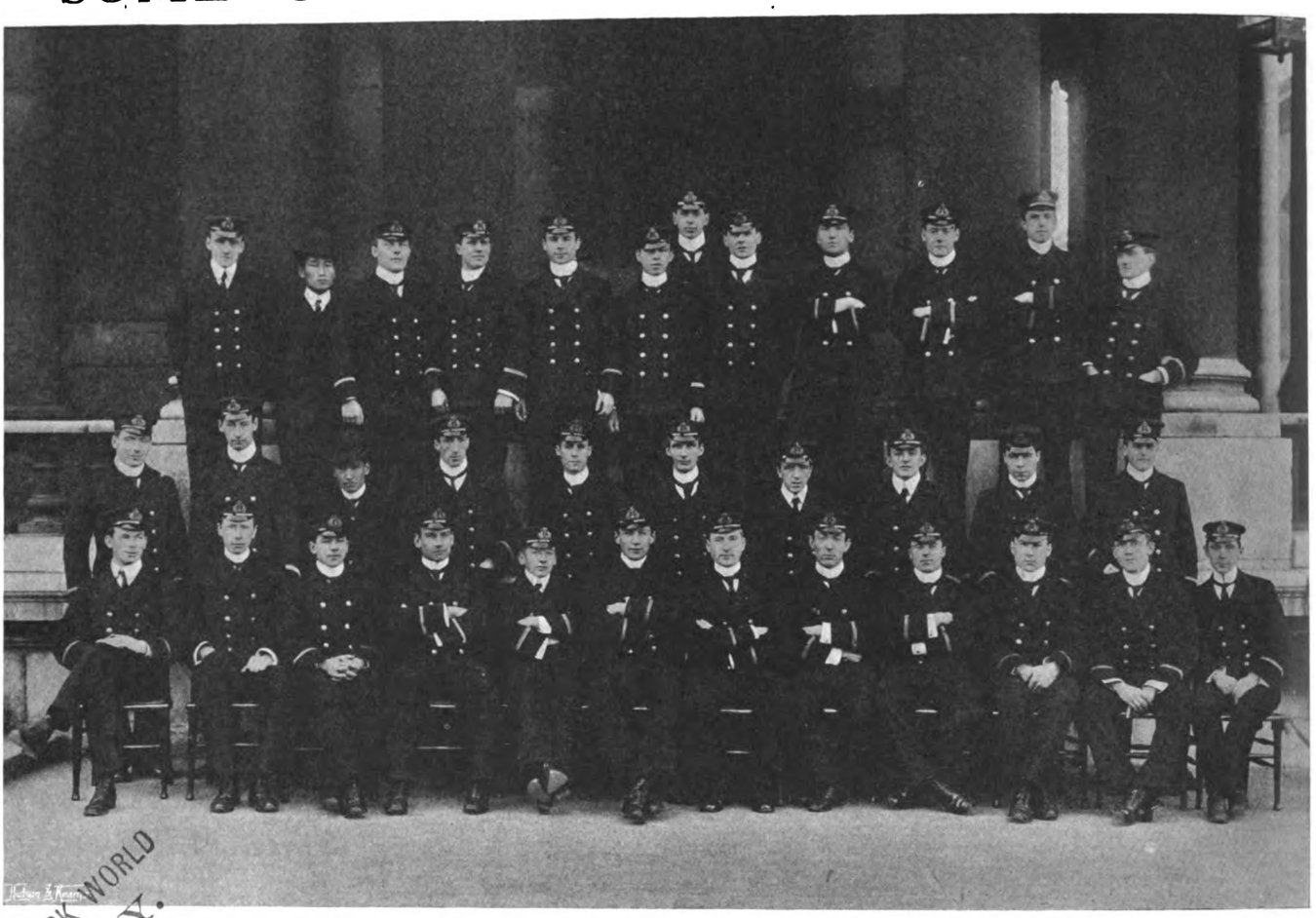
SOME CLASSES AT THE COLLEGE.



THEORETICAL ENGINEERING.

Probationary assistant-engineers who have passed through Keyham College.

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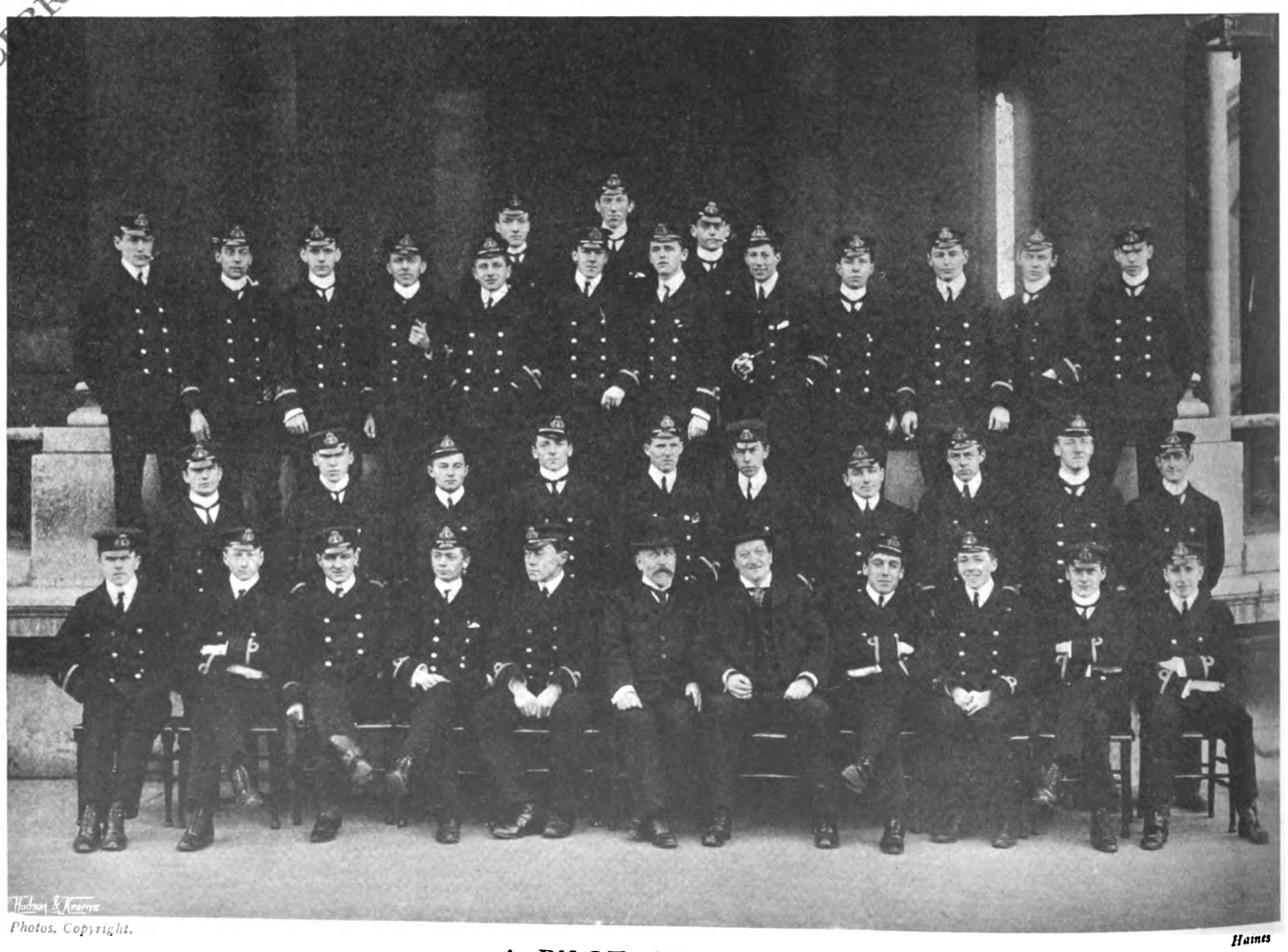

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A PILOTAGE CLASS.

Acting sub-lieutenants who have recently completed the course and their instructors.

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ROUND THE MILITARY CLUBS.

THE LADYSMITH BAND, CHRISTMAS, 1901.

What Soldiers are Thinking, Saying, and Doing.

By RANGE-FINDER.

IT will be interesting now that we are at the end of the recruiting year to take a real stock of the actual as opposed to the theoretical strength of our Army. We know positively that the most recent scheme—that is, the improvement in the soldiers' pay—has not been a success. It has been in force now about nine months—not perhaps long enough to definitely prove it a failure, but certainly of sufficient duration to judge if it may be reckoned as full of promise for success. Now I do not wish to be pessimistic, for my only idea is, in common with other soldiers who give the subject a thought, to formulate some scheme by which the interests of our Service may be bettered. Already in these columns have I made reference to a substitute for the expression "conscription," which is so odious to the British ear, when I formulated the outline of a scheme which, for want of a better name, I called "universal military education." But that, I suppose, was too comprehensive and far-reaching a scheme to find favour either with the nation or those who are the guardians of its military trust. Therefore the pursuance of this theory may, for the present, be left in abeyance. In the meantime, however, no harm will be done by a study of the existing situation. In a nutshell, the nation possesses at the present moment an Army officered from the upper middle class and composed of the more illiterate of the lower classes. For the purposes of Empire-building the Army of such a composition served every purpose. But we have now come to the point when there is little more building to be done in the way of foundations. The requirements of Empire-keeping will be the work of more skilled labourers. Therefore, what we want at the present moment is not an Army drawn exclusively in its rank and file from the lower classes, but a middle-class Army, or in default an Army in which the middle-class predominates. How is this to be done? On the one hand the scheme for universal military education which has been outlined in this column would give it to us. But if this is voted impossible, there must be an alternative. Such an alternative would be partially met by the heightening of the intellectual attainments and general social conditions of the non-commissioned ranks. It may be taken as a general axiom that the strength of any Army centres upon the degree of excellence attained by its non-commissioned officers. In the existing circumstances, of what material do the non-commissioned officers of the British Army consist? And what is open to them at the expiration of their service? At the best they are very excellent soldiers who have raised themselves from the ruck of the lower classes, who by natural ability have arrived at some sort of standard of education. But so little is done to raise their status that, as a general result, a very inferior level of intelligence is arrived at. It cuts one to the quick to see men who have worn sergeants' stripes relegated at the end of their service to the duties of hall porters, postmen, and unskilled messengers. Now this is no reflection on the men themselves; it is, however, a reflection on the system. There should be a training college for non-commissioned officers alone. By this means not only would men who, for want of opportunity, have been unable to improve their intellects arrive at a standard of education which would generally improve their social standing, but it would also induce a better class of men to undertake the Army as a profession. You must bear in mind that the better the class of non-commissioned officer the better will be the class of men willing to serve in the ranks. This is not a fantasy. It is what takes place in the German Army, only we would not recommend a training such as the German non-commissioned officer receives as altogether adapted to the conditions pertaining to our own Army. But in the main the system is the right one, and it should be our aim while we are educating our non-commissioned officers to fulfil with greater intelligence the work required of them in the Army, at the same time to so educate them that they may either pass in larger numbers into the higher grade and become officers, or when their time of service is over be able to take their place as useful and intelligent members of the civil community. It should be the object of the military authorities to make military service as a non-commissioned officer practically a guarantee for civilian employment, not, as we regret to say it is at present, a bar against suitable service once the Army is left. Of the military value of a college for non-commissioned officers it is not necessary to say anything here. The value is too obvious.

Last week my notes contained references to one or two recent books on the war. Since those notes were penned we have had more contributions in book form from our late enemies. The Rev. J. D. Kestell, who is responsible for the translation and compilation of De Wet's book, has given us his experiences in a very readable little volume, called "Through Shot and Flame." If it were not for the strong anti-English bias and vindictive asides which exist on every page of the work, the volume might have been called a valuable record of the war. As it is, one can only regret that a man whose calling in life is that of a Christian minister should have so forgotten the ethics of charity and truthfulness. For it borders upon untruth to cull solitary instances of hardship, and maybe injustice, and to use them as the text in a general incrimination against a nation which has set a standard in war such as has never been set by any nation before. In answer to the allegations of the Rev. D. Kestell we could cry "*Tu quoque*" and quote for every instance of premeditated brutality laid at the door of Tommy Atkins ten charges of worse brutality at the hands of our "virtuous" enemy. By far the best of the Boer war books is the one written by Ben Viljoen. It is written in better spirit, carries more conviction, and teems with military teaching. It is to be recommended to every soldier who has been in South Africa, and is worth a dozen of De Wet's own book. But as the latter has attracted so much attention, I daresay I shall be forgiven if, as the Americans say, I "handle" it for a few short sentences. It is abundantly apparent to the military student that in his "Three Years' War" (Constable) De Wet has taken the opportunity of building round his own personality a narrative which, while it teems with ill-natured asides, throws but little light upon those portions of the campaign which for months have puzzled those interested in the South African War. There were several very important incidents and affairs which it was thought De Wet would take this opportunity to clear up. Very grave charges had been made against the Free State General. The murder of an Envoy, the flogging of a British officer, and brutality to British prisoners have all been charged to this Free Stater's account. But in his book there is not a reference to Morgenthal, Major Bogle Smith, or other statements with regard to the prisoners taken at Dewetsdorp and in Cape Colony, except that De Wet treated them in the same manner as he treated his own men. This may be a subtle statement of the truth, since at the period to which we refer De Wet had acquired the habit of applying his sjambok freely to his followers. But those who have knowledge of the campaign find on every page evidences of the writer's deliberate intention to omit mention of any action which did not bring credit to the prowess of De Wet himself. Bothaville, one of the most sanguinary skirmishes in the war, is dismissed in a paragraph, as if it was of no importance. The invasion of

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Cape Colony is given half-a-dozen pages, and if one had not been aware of the true facts of the case, it might well have been inferred from De Wet's narrative that the guerilla left the Colony in the full dignity of his complete following. We know that he got away by the skin of his teeth, with perhaps a third of the force with which he so bravely made invasion, and that he had been shorn of every single stick of his impedimenta. From De Wet's account it would appear that every British post surrendered to him upon the asking. In fact, the work is nauseating in its under-bred and ill-conditioned innuendoes. Let us hope that this is not the work of De Wet, but of the Hollander collaborators who are now rigging the book market. This I can confidently assert: Service men think the work worthless, and do not agree in the so strangely laudatory reviews which have appeared. De Wet was a mobile and extraordinarily lucky guerilla, and with the exception of Sanna's Post, which from the author's own showing was pure luck, he never arrived at a single success when he ventured to meet his enemy on anything like equal terms. He excelled in sponging up small patches, and this was the limit of his so-called military genius.

There is one thing that I cannot understand, and that is the recent Army Order concerning beer in the canteens. Honestly, why should the fact that soldiers are served in pewter tend to their discomfort? I myself am a beer drinker, and whenever I lunch at any of my clubs I always ask for beer in pewter, and if the servants cannot produce the pewter, I drink some other beverage. Well, if it adds to the comfort of the officer to drink out of pewter, why should it reduce the comfort of the private soldier to do the same? Also, of what military importance is it, whether men drink out of a quart pot or the half-pint measure? Four men wish to drink at a bar, they desire to be friendly and to drink out of the same pot—we have seen parallel cases at Hunt suppers, Guildhall banquets, and wedding breakfasts. Nor does it tend to their drinking more beer than if they had half-pint pots or glasses—as it is to be in future—apiece. I certainly—much as I like to see the authorities interesting themselves in all Army temperance movements—do not think that pure tap questions are the fit subject for Army Orders. I may be old-fashioned, but I still hold to the belief that the less you interfere, except on general lines, with soldiers in their recreation hours, the better they will serve you.

FIELD BATTERY, JERSEY ARTILLERY.

Photo. Copyright. *Fairbairn.*

A CORONATION CHALLENGE TROPHY.

This solid silver challenge cup was presented by Provost Mackie of Leith to the 5th Volunteer Battalion Royal Scots for shooting and general efficiency in the corps. It will be competed for every year.

DEFENCE, NOT DEFIANCE.

Citizen Soldiers in Town and Country.

By TRAINBAND.

At the end of November a circular letter was sent by the Adjutant-General to the General Officers Commanding Districts with reference to the question of Volunteer Camps, concerning which the agitation showed little sign of diminishing. The promulgation of the new regulations a year ago and the immediate outcry in consequence, and their subsequent issue in a revised form last April, must be remembered by all. The concession now yielded by the last War Office letter is of no inconsiderable value, and has been received with general satisfaction. The advisability of establishing provisional camps which can be attended by Volunteers who are unable to go to the annual camp of their own unit, has often been urged. Most reasonably have Easter and Whitsuntide been selected as two of the periods for the formation of provisional camps, and advantage has thus been taken of the practice which has always been popular of enabling Volunteers to spend these periods of vacation in military work. Quite rightly, however, other periods in the summer may be selected for the formation of standing or provisional camps, and the G.O.C.'s have been ordered to place themselves in communication on the subject with the officers commanding the various Volunteer units in their districts. The provisional camps will be established for periods of from two to four weeks. It may be pointed out that in addition to the formation of standing and provisional camps of Volunteers, corps, individual officers and Volunteers, and batteries or companies of the prescribed minimum strength may be attached to a corresponding unit of the Regular forces at any time during the training season in place of attending the camp of their unit.

There is a general agreement that the latest order marks a decided step in the right direction. It does not remove all the difficulties, about which there has been so much discussion; but, especially amongst the Service Members of Parliament, there is a consensus of opinion that the new policy goes far towards removing a principal obstacle to the effective working of the Volunteer system.

It is very satisfactory that a Night School of Instruction at Chelsea Barracks is being held this month. In the middle of November it was announced that as no candidates for the Field Officer's Certificate had sent in their names (and but very few for the Captain's Qualification), the class might possibly not be formed. A sufficient number of officers, however, almost immediately afterwards applied to attend, and the usual course is now being conducted. The night classes are such an inestimable boon to many Volunteer officers who are unable to attend a day school for instruction, that the paucity of applicants is somewhat remarkable. It is probable that a good many deferred their attendance owing to Christmas falling within the month, as the usual features of that season are hardly compatible with the performance of the work as carried out at Chelsea. As regards the School of Instruction there is little doubt but that attendance at a day course is preferable to that at one held in the evening. To many keen and capable Volunteer officers who cannot spare a consecutive month's absence from their ordinary vocation, however, the night school has proved a real benefit. The teaching of the non-commissioned officers is very thorough, and the lectures of the Commandant and the Adjutant are interesting and instructive. Advantage is taken of Saturday afternoon, and one or two mornings in the week, to hold parades for practical exercise in the detail of drill, etc., learnt at night, and the improvement in the general smartness effected in the pupils in so short a time is really quite extraordinary. Drill with the Guards is a decided revelation to many officers, and the experience must certainly tend to make them endeavour to exact a greater precision from their own men than they would have thought necessary before they had been through the School. If an officer of Volunteers cannot contrive to attend even a night class at Chelsea, it is always open to him to pass the Board; but all should be urged to attend a school of instruction if possible, for the month's course will, in those who have been through it, produce a smartness which they are not likely to elsewhere obtain.

In some respects it may be thought a small matter, but as a straw is credited with showing in which direction the

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wind blows, so the publication of a regimental journal by a Volunteer corps may be regarded as an indication of how much more closely the Auxiliary are approaching the Regular Forces in their general development. The regimental journals of several Volunteer battalions have long been before the public, and though the information and news is necessarily chiefly restricted to regimental matters, in some of these papers there is nearly always to be found an article of more general interest. This is frequently so in the case of the magazines of the London Scottish and of the 1st V.B. Hampshire Regiment. Last month was published the first number of a new addition to the roll of regimental journals. This is the *L.R.B. Record*, the journal of the 1st London V.R.C., City of London Rifle Volunteer Brigade. It is an excellent production, and if it maintains the promise shown by its first issue, its success should be assured. In the Volunteer Force the London Rifle Brigade holds a distinguished position, and a very interesting history of the corps has been commenced in the *L.R.B. Record*, on which journal we are able to sincerely congratulate the editor.

More than once reference has been made in these notes to the means sometimes adopted by Volunteer corps to raise funds for a particular purpose. It is occasionally rather hard to draw the line between what may and may not be considered legitimate methods, but as a general rule indiscriminate "touting" for subscriptions should certainly be avoided. If there is any time, however, when the end might be deemed to justify the means, it is when the funds are needed for the purpose of providing a suitable drill hall. A few days ago, when Sir Evelyn Wood was laying the foundation-stone of a new Volunteer drill hall at Chelmsford, he observed that as an old soldier he was convinced that if they were to get the best value out of the Volunteers they must have drill halls. In the Regular Army, where there are opportunities for training the soldier every day for seven years, it is found necessary to have several buildings in which to teach him the rudiments of his duty. How much more necessary, therefore, must such buildings be for men who can only obtain their training at the close of a wage-earning day.

Speaking of the matter of raising funds, it is not irrelevant to mention the success which has lately attended the Devon County Volunteer Association. Four years ago its affairs wore a by no means rosy aspect, but after Major Gratwicke assumed the hon. secretaryship the number of subscribers increased by over three hundred. The help and encouragement afforded by the Association to rifle shooting and the Yeomanry and the Volunteer Forces of the county has been most laudable. Near akin to the objectionable touting for subscriptions to which allusion has just been made may certainly be reckoned an advertisement which recently appeared in the columns of a leading daily journal. The advertisement commenced, "Wanted, Officers of Volunteers," and proceeded to state that a well-known and efficient infantry battalion had a few vacancies, and that gentlemen willing to undertake the duties were invited to communicate in confidence with the advertiser. Many Volunteer battalions are undoubtedly lamentably short of officers, and surprise and regret have before now been expressed in these pages that so much reluctance to accept commissions is displayed by gentlemen of sufficient leisure and means. At the same time, that a battalion, although its identity is carefully not divulged, should resort to an ordinary "Wants" advertisement in order to try to procure more officers, is a course which can hardly tend to enhance its credit and standing. It is also unlikely that the best type of men would be attracted in such a way. In a corps in which there are vacancies each officer actually serving is almost sure to number amongst his acquaintances some two or three at least who might prove useful officers if they were once induced to join. It seems reasonable to imagine that if each of, say, even a dozen officers were to use their personal influence on three friends, amongst the thirty-six thus canvassed some few would be persuaded. It is fully acknowledged that it is very unsatisfactory to try to work a battalion without the proper complement of officers, and, of course, it throws unnecessarily hard work on those that are serving. It must be repeated, however, that advertisement, to say the least, should only be used as a very last resource. A variety of circumstances have lately caused a depletion in all ranks of the Volunteer Force. It is, therefore, more necessary than ever to maintain and heighten such reputation and prestige as the Force has already acquired, and to abstain from any practice that is not in accordance with its best military traditions.

THE HARBOUR, ST. JOHN, NEW BRUNSWICK.

BRITAIN BEYOND THE SEAS.

A Weekly Study of Colonial Naval and Military Interests.

By IMPERIALIST.

A FEW weeks back the writer made extended allusion to the Montreal Highland Cadet Corps, and from time to time previously there has been frequent reference in these columns to the cadet corps movement in the various Colonies. To-day it is proposed to make these notes a vehicle for a suggestion concerning cadet corps all over the British Empire, a suggestion which, if rather vague and rudimentary, may still have the effect of inducing serious reflection upon a subject of genuine Imperial interest.

The writer has already repudiated the possession of any extreme views as to the value of cadet corps at home. He is aware of, and gladly admits, their many and important claims to consideration, but he, frankly, does not believe that the country will be saved from conscription by making every growing lad play at soldiering, whether he is physically and intellectually fitted to undergo such a supplement to his ordinary education or not. That, of course, is a personal view, and is only stated in order to dispel the possible illusion that the writer is an enthusiast in a direction in which the present supply of enthusiasm seems to be fairly equal to the demand. As regards cadet corps in many of the Colonies, it is permissible to hold quite different opinions without laying one's self open to the charge of inconsistency. Self-preservation is the first law of nature, and a community is almost invariably justified in taking the strongest possible measures to prevent its being caught at an undue disadvantage before help can reach it. Take Natal, for instance, which for a long time has had a system of compulsory military training applied to its schools. Natal is exposed to more than one sort of risk, which renders it extremely desirable that even the youngsters in that fair Colony should be able at a pinch to hold a gun straight. Natal, therefore, is much to be commended for adopting a precaution which

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in England, too, may be a wise one, but the necessity for which does not seem so obvious.

After this brief introduction, let us glance at the main argument which we have in view There are already in existence in the Colonies a number of cadet corps which are in an extremely healthy state, so far as efficiency and enthusiasm go, and which are based upon very sound principles of attempted fulfilment of local requirements. Is there not something practical, as well as inspiring, in the idea of linking up these cadet corps in a strong, if necessarily elastic, Imperial bond of union?

It is not too much to say that the idea of connecting up the adult military forces of the Colonies in such a way as to form a sort of gigantic electric battery, which could be used either as a single battery or by individual cells, must be regarded as temporarily shelved. The time is evidently not ripe for such ideal schemes, and even the modified notion of ear-marking portions of the Colonial forces for Imperial service has not met with anything like complete approval. Local opinion on the subject in Australia is sharply indicated in a recent cartoon, in which three figures are represented: Britannia, Mrs. Australia—smartly habited, and, of course, admirably mounted—and in the background a wooden general officer on a rocking-horse, which, to prevent mistakes, is labelled "War Office." In the "legend" Mrs. Australia is represented as saying that she declines to allow her boys to come under the control of the gentleman on the rocking-horse; "but they will be there if they are wanted." *Verb. sap. sat.*, and for the present it is much the most sensible plan to recognise that, so far as the adult forces of the Colonies are concerned, any hard-and-fast scheme of military amalgamation is premature.

But when we turn to the youngsters a number of the difficulties vanish, and, although the advantages to be gained from any system of federated cadet corps can scarcely be described as tangible, it is easy to see that some very serious moral results might accrue, provided that the idea were carried literally as well as tactfully into comprehensive practice.

In the first place, the great pay obstacle disappears entirely. In any scheme of Imperial service for adults this is constantly arising, and at times it seems almost insuperable. Probably even now we have not realised the full extent of the complications produced by making two men serve side by side on the same battlefield, one doing the same work as the other and receiving four or five times as much pay. But, anyhow, it may be taken as a postulate that the difficulty is a very real one, and the fact that it need not be immediately considered in the case of cadet corps is a satisfactory preliminary; for with a fraction of the money which the Imperial Government would assuredly have to contribute towards any scheme of ear-marking Colonial troops for Imperial service—since troops thus ear-marked would have to receive Colonial rates of pay during even their peace training—all the Colonial cadet corps in the British Empire could be federated on liberal lines, and considerable assistance given to them in the way of providing uniform and equipment.

Then, again, the idea of "ear-marking," which in itself appears distasteful to Colonial susceptibilities, and not, perhaps, unnaturally so, would be removed. Great Britain could not afford to train Colonial troops to become interchangeable with troops of her Home Army, giving them Colonial rates of pay during the training period, unless she could be sure of being able to put her hand on them when wanted; and it is not difficult to see that the prospect of a sudden and compulsory withdrawal of a very large proportion of her young manhood at a time when they might be badly wanted at home is not keenly relished by every growing Colony. But the Imperial Government could afford to be very liberal to Colonial cadet corps on the chance that a fair proportion of the youngsters trained would, in any great Imperial emergency, be as willing to serve in British Regular corps as in Colonial contingents.

The system proposed is in outline very simple, and the present writer admits that it is only in outline that the idea has so far presented itself to his mind. Many details would, of course, have to be considered, and it is quite possible that some objections may be urged by those familiar with the attitude adopted in the Colonies themselves with regard to such suggestions. Still, here is the proposition, for what it is worth, in a more or less concrete shape.

Let Great Britain say to the Colonies, "We understand your reluctance in the matter of allowing us to bind your adults, but give us at least a chance of helping in the military training of your youngsters. We seek no contract, and we only make one condition, which is that all the military training of any cadet corps which joins our Imperial League shall be conducted on strictly English lines. We on our part undertake to provide instructors and to pay such and such a contribution towards uniform and equipment."

This sounds almost childishly simple, but, if you come to look into it, there appears a distinct possibility of practical results. Of course where a Colonial cadet corps is flourishing from the pecuniary as well as from every other standpoint, it might conceivably prefer to remain an absolutely independent organisation, trained as well as equipped on purely Colonial lines. But that cadet corps in the Colonies are not always in a state of financial abundance was pretty conclusively shown by the details we were enabled to give on the highest authority concerning the Montreal Highland Cadets. Nor do we imagine that there are more than one or two corps in existence which would not gladly have the helping hand of the British Government on such conditions as are suggested above.

What would Great Britain gain by such an arrangement? Nothing tangible, perhaps, but it would be strange indeed if the Imperial idea did not gain something from a system which would be directly applied to the most impressionable minds in all Greater Britain, and which would have its origin in the soundest of all Imperialist sentiments. The cadet, let us say, of the Vancouver Imperial Cadet Corps would feel that for a certain period of his youth he was linked, without any compulsion to serve either in the present or the future, to the great Motherland, and this feeling would certainly be stimulated by the exhortations of the tactful instructor, and by the periodical visits of the Inspector-General of Imperial Cadets. From the most rigidly local point of view there could be no objection to the growth of such sentiments, dissociated as it would be from any contract, existing or implied, to disregard the prior claims of home in the matter of possible military service.

Putting sentiment apart, there would be a manifest practical gain in inculcating among young Colonials those ideas of discipline and up-to-date military efficiency which are the backbone of our own Regular Army. We all know the value of Colonial troops, trained according to Colonial ideas, in several sorts of campaigning. But our next great trouble is not likely to be on South African lines, and, when it comes, it would be a grand thing for the Empire if for some little time there had been a steady and progressive system of training applied to Colonial cadet corps, such as would enable any grown-up ex-member of one of those corps to take his place with very little preparation in the ranks of a British regiment. To put it in another way, in our next war the youngster who has been taught the true inwardness of infantry drill and manœuvre may be very much better worth 5s. a day to us than nine-tenths of the fine riders who went to South Africa from Australia and New Zealand.

NOTES & QUERIES AFLOAT & ASHORE.

"HIBERNIAN."—Prior to the Union there was a separate establishment for the Army in Ireland. An old almanack of the year 1737, called "The Gentlemen's and Citizens' Almanack," gives four regiments of horse, six of dragoons, and twenty of foot, with a "train of artillery." Viscount Shanum was General and Commander-in-Chief, and there were one lieutenant-general, three major-generals, and eight brigadier-generals under him. The Primate, Lord Chancellor, and Speaker of the House of Commons had, as Lords Justices, each an aide-de-camp. At the head of the general staff was the muster-master-general, with a deputy; others being the quartermaster-general, adjutant-general, physician-general, judge-advocate-general, chirurgeon-general, and provost-marshal-general. There was also a master-general of the ordnance, an engineer, overseer and surveyor-general of the fortifications, and a second engineer. Army agents were numerous in Dublin, one being agent for officers' widows, while another was agent to "half-pay French officers and pensioners." A company of "battle-axe guards" also existed, presumably for ceremonial duties at the Viceregal Court.

* * * *

"MATER."—The question of your son getting a commission from the Imperial Yeomanry into a regiment of the Regular Army will probably be a matter of interest. You should try to get the officer you mention, and any others you know, to use all the influence they have on his behalf. No doubt several more commissions will be given to officers of the Yeomanry; several have already been given. The expense of his outfit will all depend on the regiment he may be gazetted to, and until this is known I cannot estimate this for you. He can afterwards be transferred to the Indian Staff Corps, provided he is recommended by his commanding officer and passes the necessary examinations.

* * * *

"PINK."—The name of this obsolete craft is a corruption of the old Dutch espincke or pincke, meaning a small fisher's boat. This is the same word as the Swedish esping, meaning a long boat, the word being compounded by the suffix of ing to esp, the latter signifying aspen, of which wood such boats were formerly made. Similarly pinnace is derived from the French pinasse, the signification of which is the "pitch tree," because such boats were usually made of pine. The derivation of frigate is unknown, although it has been suggested as being from the Latin fabricata, in the sense of something built, but this source has not commended itself to recent philologers. THE EDITOR.

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THE ROYAL IRISH CONSTABULARY.—I.

By WILLIAM HARDING.

Photos. Copyright.
MR. HEFFERNAN F. CONSIDINE, C.B., D.L.
Deputy-Inspector-General.

MR. J. P. BYRNE, B.L., M.A., LL.B.
Adjutant.

"Navy & Army."
MR. ALEXANDER GAMBELL.
Assistant-Inspector-General and Commandant.

IT is just eighty years since an Imperial police force was first established in Ireland for the suppression of faction fights and other turbulences, of which the country has always enjoyed a full measure. In those early days there were four Inspectors-General, one for each province, and, as might have been expected, this led to much confusion and friction. Fourteen years, however, elapsed before a reorganisation took place, and it was not, therefore, until 1836, the year prior to the accession of our late Most Gracious Sovereign, that the model police force of the Empire was formed.

It is not intended here to give a history of the Royal Irish Constabulary. That was ably done in a former issue of this journal by an officer of the force. Suffice it to say that it has always borne and still bears with unblemished record the high trust reposed in it by the State. Its present strength in round numbers is 11,000 men and 250 officers. The rank and file are mainly recruited from the peasantry, and their high standard as regards character and social status is due to a very wise provision of the regulations. Before a candidate is allowed to present himself for examination, a reference is invariably made to the local sergeant in the district where he lives, and it is the duty of that officer to state whether or not he considers the recruit a desirable person. In this way the men, who are jealous of the reputation of their corps, are made responsible for the respectability of entrants, and very rarely is their perception at fault. In Ireland there is, unfortunately, a dearth of factories and mines, and hence there is always available a large number of well-educated youths, the sons of farmers and shopkeepers, who are glad of Government employment. The difficulty experienced by English chief constables of obtaining, and, what is of greater importance, retaining, the services of excellent men is never present. In England many qualified artisans join the police forces, and, after service for a year or two, if a boom happens to occur in their particular trade, the men think nothing of resigning. In Ireland it is different, and the consequence is that

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MR. SAMUEL A. W. WATERS.
Assistant-Inspector-General.

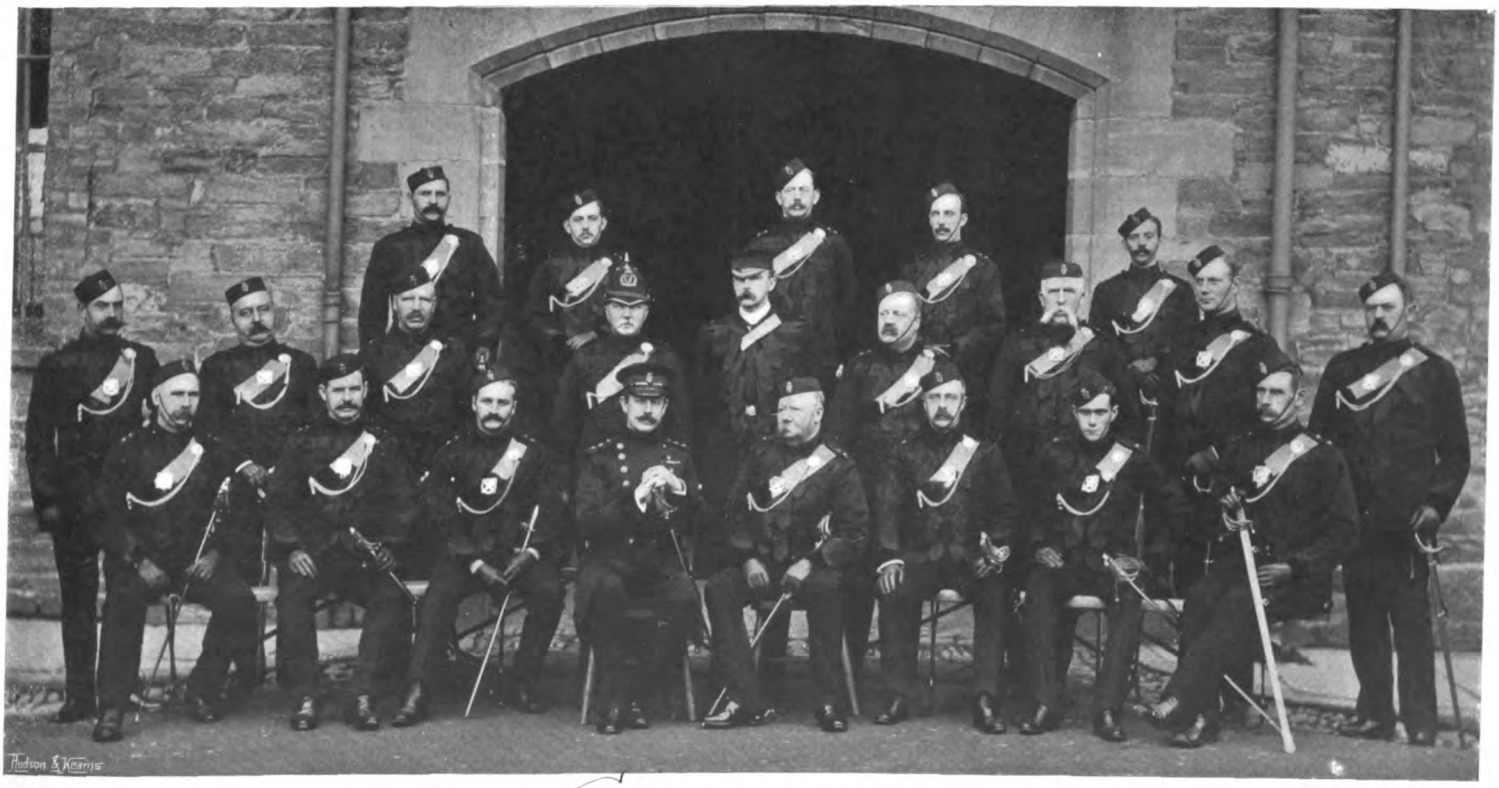

Photo. *F. Coghlan.*

COLONEL CHAMBERLAIN ON INSPECTION.

Group of County and District Inspectors.

Reading from left to right the names are—Back row: District Inspectors Conlin, Townsend, Wilbond, B.A., Hanna, B.L. Second row: District Inspectors Brownrigg, Dagg, LL.B., Rolston, Commissioner Leatham, District Inspector Wynne (late North Stafford Regiment), Private Secretary to the Inspector General; County Inspector Greene, District Inspectors Falion, Milling, Otter. Front row: District Inspectors M'Cauley, McHugh, Dunlop, LL.B., Colonel Chamberlain, C.B. (Inspector-General), County Inspector Dobbyn, District Inspectors E. G. Cary, Leatham, Bell.

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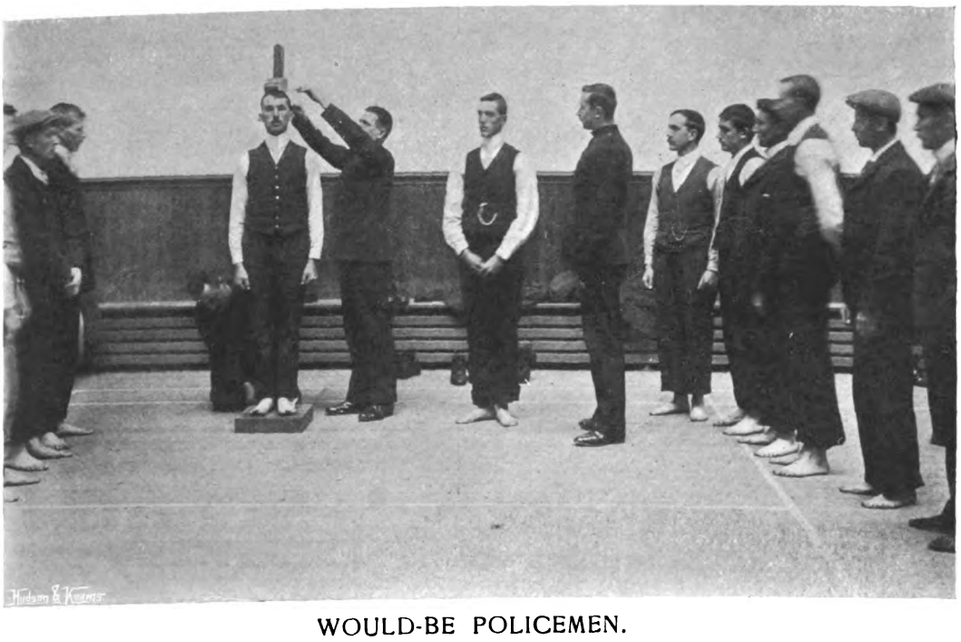
IN THE EARLY DAYS.

The men wore "Waterloo helmets" and scarlet cloaks.



WOULD-BE POLICEMEN.

The minimum height is 5-ft. 9-in.

Photos. Copyright. "Navy & Army."

FIRST LESSONS IN DETECTIVE WORK.

District Inspector Hetreed instructing cadets and constables at the Depot, Phœnix Park.

the State is able to avail itself of the services of a higher class police at a lower wage.

Constabulary officers are recruited from two sources—one-half being promoted from the ranks, the other joining as cadets on the nomination of the Lord-Lieutenant, followed by a competitive examination. Formerly promotions were made only in very exceptional circumstances, but the onward flow of the democratic wave has, to some extent, broken down the barrier.

There is a great deal to be said for and against the present system, but there is no gainsaying the fact that it is not yet perfect. A constable cannot hope to become a District Inspector with less than twenty years' service. By that time discipline has, to a large extent, deprived him of originality and initiative, and owing to his age he can never hope to rise to any higher rank. He is obliged to live much more expensively than has been his habit, to furnish a house suitable to his rank, and also provide himself with a uniform outfit and a horse and trap. All this entails a very considerable outlay on a man whose maximum pay as head constable never exceeded £2 a week, and who begins as an officer on £125 per annum. Then there is the social question. It cannot be pleasant for an officer from the ranks to succeed a colleague who belongs to a county family and is blessed with a sufficiency of private means to enable him to live the life of a country gentleman.

The pay and prospects of a cadet on entering the Constabulary are very fair. District Inspectors are of three classes, and they pass from one to the other in order of seniority. Their present strength is as follows:

92 First Class—Salary, £225 to £300.
89 Second ,, ,, £165 to £180.
34 Third ,, ,, £125.

The transition from third to second class District Inspector occupies about three years, and from second to first about twelve. In addition to their pay there are substantial allowances, the principal of which are £50 for a horse, £45 for a man-servant, and rent allowance varying from £21 to £40, according to service, this latter being pensionable. Above the District Inspectors are County Inspectors and Assistant-Inspectors-General, with salaries varying from £350 to £700, with allowances. These positions, as already indicated, may be said to be reserved for cadet officers, as, before a promoted man's turn comes, his age makes his retirement necessary. The position of Inspector-General is one of the most important in the country, as in the nature of things he must be aware of everything appertaining to political agitation and disorder. The officer at present in command is Colonel Neville Chamberlain, nephew of the late Field-Marshal of the same name.

The Inspector-General's military career was a most distinguished one. He is still young, scarcely over forty, but he graduated in a difficult school. When Commander-in-Chief in India, Lord Roberts selected Colonel Chamberlain to reorganise the troops of the

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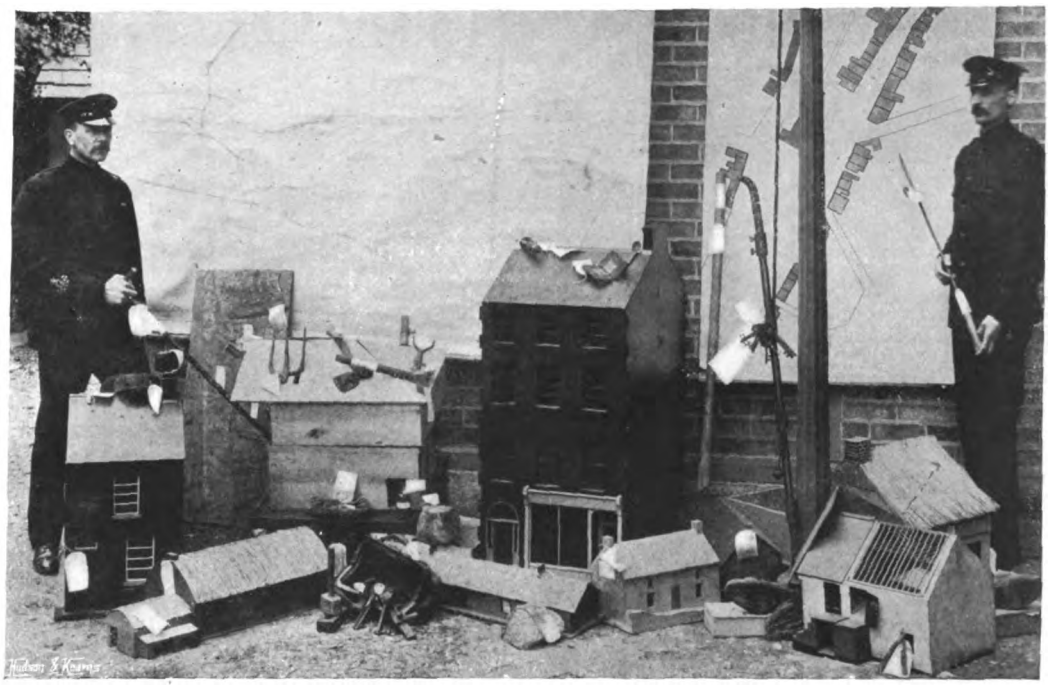
Maharajah of Cashmere. For many years he lived on "the roof of the world," where three mighty empires join--those of India, Russia, and China—and with such signal ability did he discharge his administrative duties that when Lord Roberts took command of the troops in South Africa he sent for him to act as his secretary. As an officer of police Colonel Chamberlain promises to be a brilliant success. He is immensely popular with the rank and file, in whose welfare he takes the keenest possible interest, and this does not end when they retire. In numbers of cases has the influence of Colonel Chamberlain been successful in obtaining remunerative employment for pensioners.

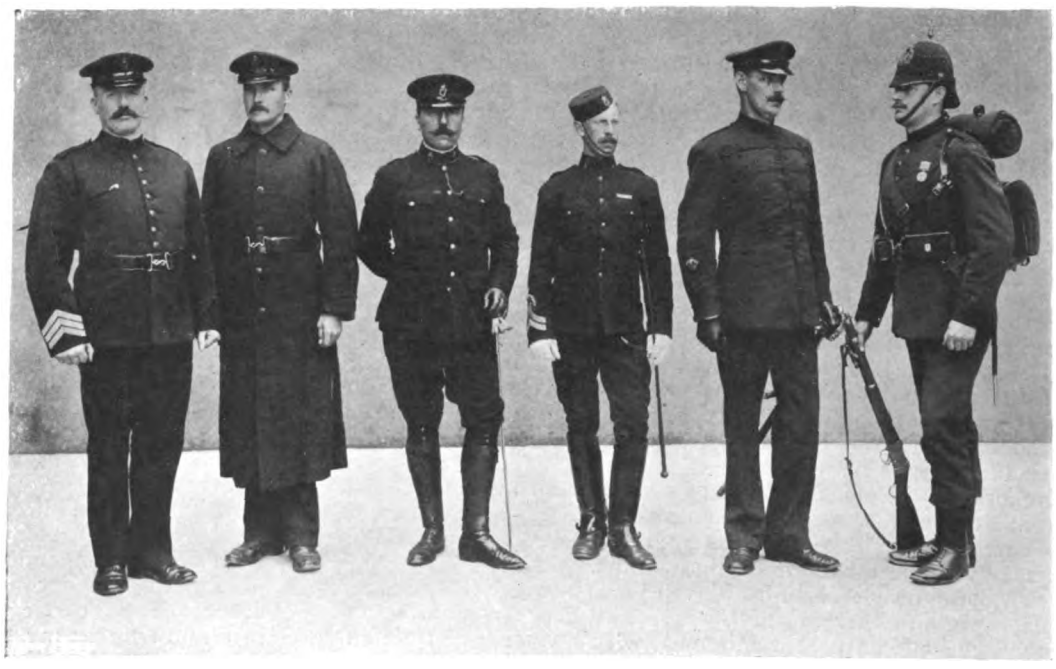
The Museum of Crime, a portion of which is shown in one of our illustrations, was founded last year. Here are to be found models of houses where murders, robberies, and arson were committed. These are so constructed that they can be taken to pieces, and the precise methods adopted in the detection of the delinquents demonstrated to the recruit. In the house at the right-hand corner a portion of the roof is off, and the rafters are visible. This is the model of a house where murder was committed, and the razor with which the deed was done is to be seen. Adjacent is the boot of a criminal, and the cast of it alongside. Attached to the pillar are the complete implements of a burglar—a jemmy, bunch of skeleton keys, and life-preserver —captured by the police from a "professional" gentleman. There is also a bag lying open showing a thief's outfit, while the plans in the background represent the scenes of outrages. In another picture are to be seen the recruits receiving instructions in their duties. The instructor, Mr. Hetreed, an officer of high distinction, is lecturing the men, and seated behind are two cadets. The sergeant standing beside a row of recruits is giving instructions in summons-serving. The practical nature of these methods of imparting knowledge needs little comment. It used to be the fashion to teach the various statutes in a dry and uninteresting manner. Now the coming policeman is made familiar with illicit distilling machinery, implements used for unlawful fishing, poaching, etc. This department is still in its infancy, and is bound to develop into a most admirable institution. Another departure is the instruction of recruits in the art of swimming and life-saving.

One of the first things that impressed the Inspector-General after his appointment was that the police, who are properly regarded as the natural life-savers of the country, should be efficiently trained for this noble work. It is not long since the melancholy death of a constable took place in a quiet sea, while his comrade was obliged to stand helplessly by on the bank. Already several first-class life-saving teams of constables have been formed, one of which is at the Depôt in the Phœnix Park, another in Belfast, and it is their duty to impart instruction to their comrades. In a few years this work will bear fruit and be fully appreciated by a grateful public.



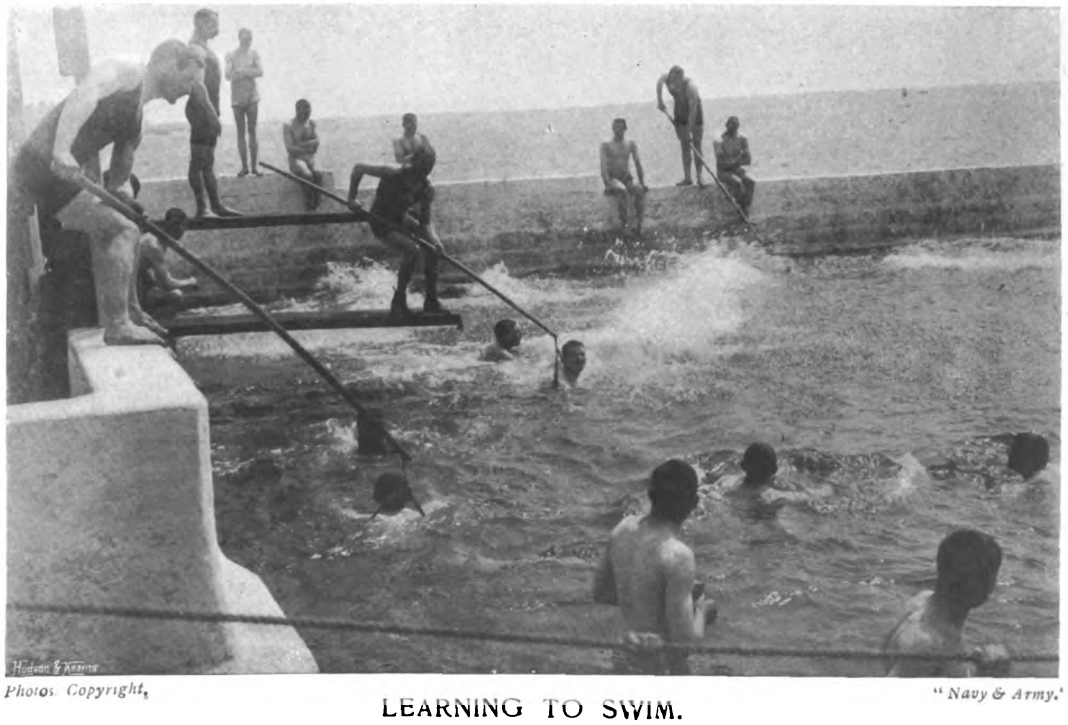
A CORNER IN THE CRIME MUSEUM.

Criminal scenes and implements are shown to recruits.



TYPES OF DRESS.

Sergeant. *Constable with overcoat.* *Officer. (Undress uniform.)* *Acting Sergeant. (Cavalry.)* *Head Constable.* *Heavy marching order.*



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LEARNING TO SWIM.

Every recruit is taught the art of swimming and life-saving.

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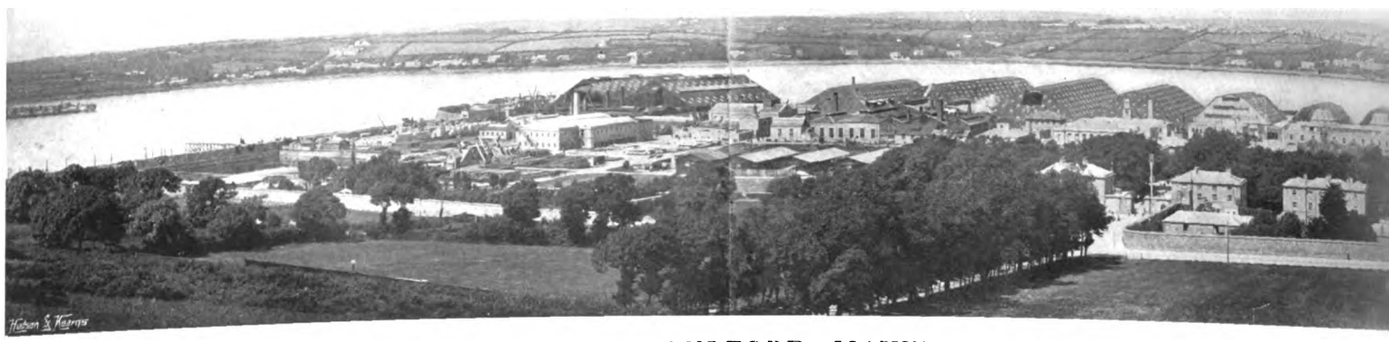
THE ROYAL DOCKYARDS,



A PANORAMA OF MILFORD HAVEN.

THE great Naval value of Pembroke Dockyard arises from the very advantageous situation it occupies at the head of the landlocked anchorage of Milford Haven, which is capable of accommodating a great fleet, as it has many times done during the Naval Manœuvres. The strategic importance of the Haven is due to the fact that it lies at the mouth of St. George's Channel, giving command of the approaches to Ireland, and, being the only Naval port with facilities for ship-building and repairing which we possess on the West Coast, it is not unreasonable to suppose that a greater future is in store for it, and that Pembroke Dockyard will yet assume a larger degree of importance. Up to the present time it has, indeed, been somewhat neglected, and even in the Naval Works Act, 1895, it had originally no place, though, later on, provision was made for the building of the new jetty, which is to be completed in the financial year 1903-4, and is seen in progress in one of the pictures accompanying this article. The place labours under some disadvantages. Although the Haven is a splendid enclosed anchorage—the dockyard being some eleven miles eastward from St. Ann's Head at the mouth—the deep-water channel is narrow, and the visible water area does not indicate the space available for the mooring of ships.

What, however, Milford Haven lacks in width it possesses in length, and there is in Dale Roads, near its mouth, an anchorage safe in most weathers at which vessels can lie in readiness at any hour to put to sea. In the construction of ships in the dockyard, great expense and trouble have constantly been caused by the necessity of berthing them when launched at Hobbs's Point for completion under the enormous shears erected there. The distance from the yard to the Point is considerable, and the transport of men and material between the dockyard shops and the vessels in hand there involves some waste. Nevertheless, owing to the skilful direction of work, and its excellent organisation, Pembroke has on several occasions gained great credit for the success with which ship-building has been carried on. A large dry dock and a basin seem necessary, and it may be hoped that ways and means will yet be found for adding to the resources of the yard. The splendid work done for the Navy at Pembroke in the past justifies us in expecting that when improvements have been made it will rival any other dockyard in rapidity and economy of construction.

The origin of Pembroke Dockyard as a Naval station is interesting, and in some ways curious. Of course, at every period of history, vessels operating on that coast have resorted to Milford Haven, and probably even in the days of Strongbow, and in the early times of that mighty keep which still frowns over a branch of the Haven at ancient Pembroke, there must, from time to time, have been ships of fighting quality in those sheltered waters. There was much of sap and siege at Pembroke Castle in times of civil broil, and forces must often have come by sea. Thus in 1643 Admiral Swanley arrived in Milford Haven with the Fleet of the Parliament and reinforced the garrison, so that they were able to reduce most of the neighbouring fortresses held for the King. Afterwards, however, the leaders declared for the Royal side, and the place was taken by Cromwell. Later on the importance of Milford Haven was impressed upon the Admiralty by the events of the Great War, more particularly in regard to the defence of Ireland, against which the efforts of the Directory were aimed, and which was constantly menaced under the Consulate and the Empire. It was recognised that there would have been immense advantage in possessing inland waters in such a position, where ships could be rapidly repaired and refitted. There was, at the time, no station to which those stationed off Cape Clear and along the south coast of Ireland could resort, save Plymouth.

THE MAIN GATE OF THE DOCKYARD.

Looking towards Fort Hill.

From Photographs specially taken for "Navy & Army Illustrated."

Nothing, however, was done, but before the war broke out afresh Milford Haven received some facilities for building war-ships. The old town of Milford, on the northern side of the Haven, about seven miles from St. Ann's Head, was a place of some commercial importance, and small merchantmen and fishing vessels had been built there. As

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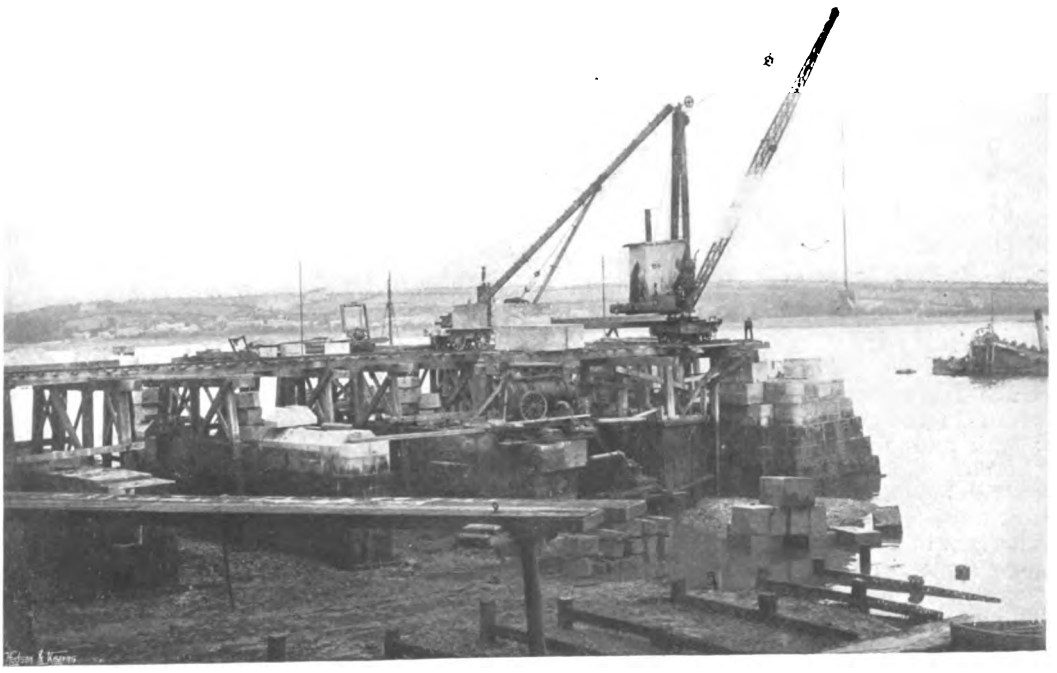
PEMBROKE—I.

THE DOCKYARD, HOBBS'S POINT, AND NEW MILFORD.

a Naval base, the importance of the place may be said to have originated with Nelson. In that eventful and remarkable period of his life which intervened between his return from the Mediterranean and his last departure from our shores he paid a long visit to Wales, and was impressed with the broad expanse of Milford Haven, and recognised its strategic advantage, which he appears to have enforced upon the Admiralty. With Sir William and Lady Hamilton he visited the Hon. Robert Fulke Greville at his residence at Castle Hill, standing at the head of a small estuary of the Haven. The singular trio had set up house together at Merton, with Emma as "Lady Paramount of all the territories and waters there." Poor Sir William Hamilton had expressed his delight at the arrangement, and Nelson had laughed when he saw Emma and her mother fitting up pigstyes and hencoops, the canal enlivened with ducks, and the hens strutting about the walks. Lord Minto and some others have described that extraordinary household. During the journey to Wales, Nelson and the Hamiltons were everywhere received with boundless enthusiasm, which Nelson said flattered his feelings, and although some of the higher powers wished, he thought, to keep him down, yet the reward of the general approbation and gratitude for his services was ample recompense for all he had done.

Nelson appears to have instituted a regatta at Milford, and the principal hostelry there bears his name, while in St. Catharine's Church is a memorial of his visit. There may be seen a socket formed to receive part of a mast, with an inscription describing the relic as the truck of the mainmast of the "Orient," of 110 guns, blown up in action with the "Vanguard," of 74 guns: "A legacy of Lord Nelson to Emma, Lady Hamilton, who placed it here as a record of the Nile, and of its anniversary at Milford, 1st day of August, the day Lord Nelson and Sir William and Lady Hamilton were welcomed by the County of Pembroke." Unfortunately the piece of the "Orient's" mast is no longer there. It was lent, and some mystery attends its whereabouts. Mr. Greville was an enthusiastic admirer of Nelson's, and placed upon the font an inscription admonishing those baptised therein that they "be taught that because Lord Nelson's piety and loyalty were equal to his valour, he never exclaimed in vain to his daring fleet, 'England expects every man will do his duty'; the Almighty blessed his course, and ending it in victory, permitted him to become an immortal example for the heroic Navy of the United Kingdom of Great Britain and Ireland, to uphold the honour and empire of its Sovereign on the seas."

So much may serve as an introduction to an account of Pembroke Dockyard, which grew from the original establishment at Milford. The property at the latter place was owned by Mr. Greville, who entered into an arrangement with the Admiralty, by which it was converted to Naval uses. The first principal shipwright at the yard there appears to have been Mr. J. L. Barralier, followed by Mr. W. Stone, and the first war-ship built there was the "Nautilus," of 18 guns, in 1804, followed by the "Lavinia," 44, in 1806, and presently by a line-of-battle-ship, the "Milford," 74, in 1811. Though built at Milford, this ship was not the first of the name in the British Navy, for a "Milford," of 28 guns, Captain John Ford, ran ashore and captured after a long chase the American brig "Cabot" in 1777. Although good work was done at Milford, and still another "74" was built there, the "Rochefort," launched in April, 1814, the position was disadvantageous. The shore was rocky, the space somewhat restricted, and the work of excavation costly. Mr. Stone, the master-shipwright—for it was long before a superintendent was appointed—advocated that the establishment should be transferred to the position where Pembroke Dock now is, at the head of the deep-water space of the Haven, on a kind of peninsula behind two of its estuaries, and within a couple of miles of ancient Pembroke. Pembroke Dockyard thus became a permanent establishment in 1815, and, from small beginnings, increased to such an extent that it has been capable of undertaking the largest ship-building for the Navy.



AT WORK ON A PEMBROKE JETTY.

Lifting a 5-ton block.

From Photographs specially taken for "Navy & Army Illustrated."

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The "Dreadnought," "Edinburgh," "Collingwood," "Nile," "Howe," "Anson," "Empress of India," "Repulse," "Renown," "Hannibal," "Drake," "Spartiate," and many other battle-ships and cruisers have been built there, and now Pembroke Dockyard is one of those scenes of bustling activity which British Naval stations always are.

It would appear that when the establishment was removed from Milford, there was scarcely a house at Pater, as the site of the dockyard was then called. It was no easy matter to procure workmen, and the Admiralty gave facilities for the building of dwellings. The dockyardmen lived, as many of them do now, at villages upon the shores of Milford Haven, and were carried to their work in passage boats, as they still are, in the "Mint," or other dockyard craft. Originally the dockyard was less extensive than at the present time. The oldest portions are to the east, but additional slips and shops have been constructed in a westerly direction, between the Can Rocks and the shore at Llanreath. The sea walls and building sheds were begun about the year 1816 or 1817, and a drawing of the establishment as it existed at the period is preserved, depicting one shed and two ships. The entrance was by a doorway at the eastern end of the yard. The present main gate, on the western side of the yard, dates from about thirty years later, when the fine avenue of approach was planted. The first ships launched at Pembroke were the "Valorous" and "Ariadne," both of 28 guns, which took the water in 1816, followed by the "Thetis" and "Arethusa," of 46 guns, in 1817. At that time Mr. T. Roberts was master-shipwright at the yard, and it is interesting to note that it was he who introduced iron instead of wooden knees, thus bringing about a considerable improvement in ship-building. The blacksmiths' shop in those early times was on the site of the present boathouse—that is to say, about 100-yds. from the eastern wall of the yard. It was in this portion of the establishment that the shipwrights worked, and, as years passed by, various other shops and offices were built. Some portions of the old buildings still remain south of the present mould loft, where were the master-builder's office, joinery works, drawing office, mould loft, and other shops and residences. There were three rows of these buildings, of which the greater part has now been demolished.

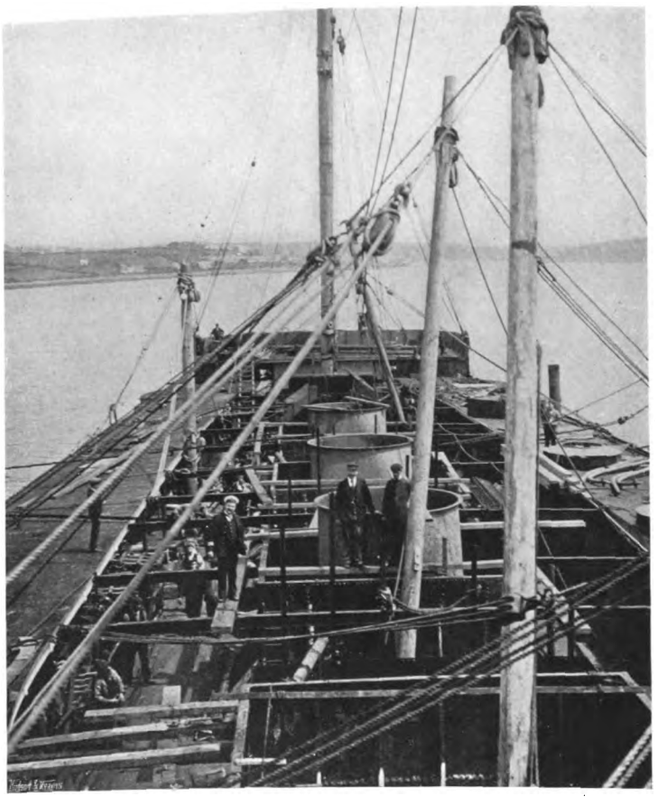
The apprentices' school was begun in 1824, and continued in existence for more than twenty years, and the present dockyard chapel, a fine stone building, with a square tower and cupola, was erected in 1832. It consists of nave, chancel, aisles, and galleries, and is excellently constructed, being in this respect like all the other buildings at Pembroke Dock.

A description of the yard will in greater detail follow in another article. Here it may be useful to say that the first Pembroke ship was built in the open before the sheds were built. The "Belleisle," a 74, and the "Fisguard," 46, were built in 1819, several smaller vessels in the following years, and the "Clarence," 84, in 1827. The first Captain-Superintendent of the yard was Captain Charles Bullen, C.B., who was appointed in July, 1832, and remained in office until 1837. The growing importance of the yard caused this appointment to be made, and in April, 1833, the "Royal William," a splendid vessel of 120 guns, was launched there, immediately followed by the "Rodney" of 92 guns.

Pembroke Dockyard played its part in the development of iron ship-building and the changes that were due to the introduction of steam. The paddle-ships "Gleaner," "Tartarus," and "Gorgon" were built there between 1833 and 1837, and were designed by Sir William Symonds. The "Duke of Weilington," of 131 guns, laid down as a sailing-ship, was converted to a screw vessel and launched in 1852. Several Royal yachts have been built at the yard. Sir William Symonds designed the "Victoria and Albert" paddle-ship, launched there in 1843, and her successor of the same name, designed by the Surveyor's Department, when Sir Thomas Pasley was Captain-Superintendent, was built in 1851. As is well known, the latest "Victoria and Albert," now His Majesty's yacht, was also built at Pembroke. These are some of the interests of the dockyard, the account of which shall be supplemented by details of later history, and by a description of the yard itself, in next week's issue.

Meanwhile, it may be remarked that this interesting and valuable Naval establishment, even if it receive the additions and improvements that are so necessary, can never equal the other dockyards in their great and special importance. They are fitted in every sense to be the efficient bases of the Fleet, not only as building and repairing establishments, but as arsenals supplied with every requirement for the life and work of the Fleet, and thus with vast resources in Naval, ordnance and victualling stores. A more modest *rôle* will always be that of Pembroke, though it can never be regarded as a great engineering works only. Pembroke Dockyard has also its place in the plans for mobilising the Fleet. It is a link in the chain of preparation. Yet its chief function will be the building, repairing, and fitting of ships, and for the convenient conduct of its operations many improvements are obviously desirable.

JOHN LEYLAND.



FROM THE CONNING-TOWER.

The contractors' men fitting engines below.

TIRED WORKERS FROM HOBBS'S POINT.

Homeward bound in the "Mint."

From Photographs specially taken for "Navy & Army Illustrated."

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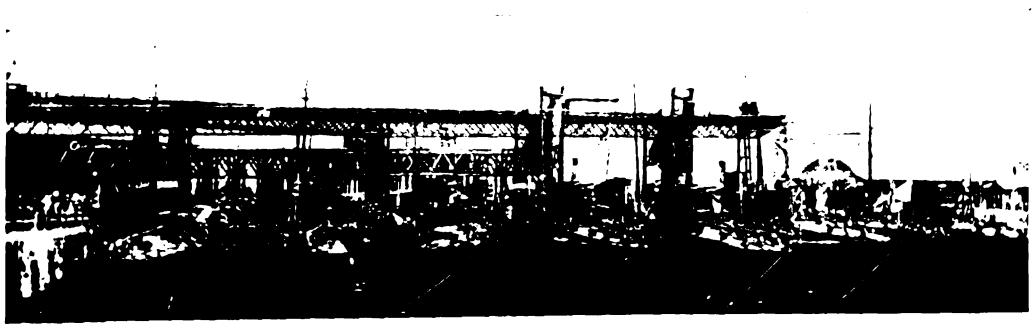

A FLOTILLA OF TORPEDO-BOAT DESTROYERS.

PORTUGUESE FISCAL GUARD

THE NAVIES AND ARMIES OF THE WORLD.

A Weekly Causerie by David Hannay.

LOOKING last week at the circumstances surrounding the battle of Trenton, or—if battle sounds too dignified a word for the surprise—the affair of Trenton, I was struck by some of the curious similarities between the War of American Independence and our late turn up with the Boers. The likeness is not in the course of events, which was very different, but in many of the details, and above all in the tone we took to our enemy. Then as now we drifted into the struggle without the least conception of what its magnitude would be. Our mistake was perhaps more discreditable to our good sense then than it was three years ago. The colonists were of our own race and speech. Englishmen were always coming and going between the American seaboard and our own ports. The trade connection between us and them was very close. A number of official posts in the plantations were occupied by English politicians. It would not have been difficult at any time to bring together a very large roomful of men who had been among Americans in positions in which they might have learnt the truth. Yet we were utterly uninformed as to the spirit of the Americans, and their resources, and had not the least notion what a war with them would mean; and this is perhaps just where the resemblance is closest. Then as now all the authorities on the spot, all the men who had been there and knew all about it, were utterly in the wrong. They had eyes and had been in the place, but they could not see.

* * * *

When we look at their recorded opinions now, it is laughable, or rather would be if it were not distinctly shameful, to see how completely our returned Governors, our Ministers, and our Army and Navy officers were in a tale to say the thing which was not—namely, that the Americans were cowards, and that a little display of vigour would bring them to heel. The only excuse to offer for this foolish talk, which made the Americans very angry at the time and has rankled ever since, is to be found in the memory of the Seven Years' War. In that final trial of strength between France and England in America the colonists as a whole had not borne their fair share. The New England States, which were in the immediate neighbourhood of the Canadians, did indeed exert themselves, yet the actual amount of service they rendered was not great. When hard fighting had to be done, it fell on the English and newly-raised Highland regiments. As for the middle and southern States, they, as the more candid American authorities are driven to acknowledge, showed little spirit. To men trained to follow the profession of arms, and to fight for honour, or at least to assert that they were always ready so to do, this looked, and could only look, like want of courage. The moral, of course, is that it is not always the men who are readiest to begin a fight who will continue longest when the fighting has begun, and that those who shrink from war while they hope it can be avoided will often persevere in it when they see occasion with unconquerable obstinacy. The great mass of the Americans were yeomen tilling their own land, or farmers. It has been shown all through history that these classes, which yet when they are fairly broken to the trade make the best soldiers, are always unwilling to leave their fields. They will put up with much before they fight, and if somebody else will do the business for them, no consideration of what is technically called honour will avail to bring them out.

Another point of resemblance is to be found in the controversy raised over "the employment of natives." There was much exaggeration about this matter in South Africa. As far as one can discover so far, both sides used the natives as servants, but neither as soldiers. Still, as we know, the charge was brought and was hotly resented. In the American War there can be no sort of question that we did employ the red men. We have only to open any history of the war, or to turn over the pages of the Annual Register and the Parliamentary History for those years and we find evidence of this part of the story. A good deal of excited rhetoric was poured out on the wickedness of employing these savages both here and in America. The great Chatham was copious on the subject. As a matter of fact, he had made free use of them himself in the Seven Years' War. He denied that he had, but Amherst, who had commanded in America, declared in the House of Lords that they were engaged by Chatham's own orders. Neither had the American colonies the faintest scruple about letting the "Six Nations" loose on Canada. It must also be allowed that the French were just as well disposed to avail themselves of "friendlies," and did with great success—notably in the case of the defeat of Braddock. In the War of Independence the colonists did not try to draw on this reserve—and for an obvious reason. The savages were utterly untrustworthy, would never fight in the open if they could help it, and they would both plunder and murder for scalps. Now the only population they could find to kill and scalp in a war against the British Government were the Americans themselves. It was not common-sense to teach dogs to eat leather.

* * * *

The likeness is, on the whole, nearest in the matter of the burning of houses as a military measure. Burgoyne, for instance, when he was being driven step by step into the trap at Saratoga, burnt the house of General Schuyler on the Hudson. He said he had to do it for military reasons. The Americans alleged that it was a mere act of violence and revenge. The point of view goes for a great deal in these cases. Schuyler's own family showed no strong feeling in the matter, but were very civil to our officers and men after the surrender, and when our sick and wounded were in Albany. This, of course, may have been good manners and good feeling on their part. Among the officers about Burgoyne there were unquestionably some who thought that he had interpreted the term "military necessity" in the widest sense. If so, the burning of Schuyler's house was one of his many mistakes, and shows that good nature may be superficial. Yet it is not consistent with what is otherwise known of him that he should have done a brutal thing in mere irritation.

* * * *

It was on the coast that our burnings were most numerous, and have been most fiercely blamed. Such an action, for instance, as the destruction of Falmouth (now Portland), near Cape Anne, by Lieutenant Monate, in October, 1775, has been the text of endless eloquent denunciation. On that occasion a small squadron, consisting of the "Canceaux," 6, "Halifax," 6, "Spitfire," 6, and "Symetry," armed transport, 18, did unquestionably destroy this coast town, after giving the inhabitants warning to leave. Our American friends are, after the manner of mankind in general, a thought one-sided in their comments

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on this and various similar transactions. Before Lieutenant Monate was sent on this punitive expedition there had been several instances in which our sloops and their boats had been fired upon from such places as Falmouth. The "Falcon" had been cannonaded, with loss to her crew, at Cape Anne, and the "Nautilus" at Beverley. Several of the "Scarborough's" people had been hurt at Portsmouth, while the armed schooner "Margueritta" had been captured, her commander killed, and her crew imprisoned at Mechias. Now, either you are a port of war, or you are not. If you are, then fire at the other side whenever they come within range, but you must expect them to fire back. If you are not, then abstain from warlike operations. Whether all our operations on the coast were fully justified, and whether it was wise to make all the raids we did, are indeed questions. My own opinion is that we made a mistake with them. We did enough to exasperate, but not enough to cow, and that is always bad management. Two hundred and fifty ships vigorously employed to stop all trade and fishing on the coast of the colonies might have brought them to submission. Forty or fifty, mostly very small and ill-provided, engaged in making sporadic dabs only served to exasperate.

A NEW FOLDING POUCH.

THE failings of the present pouch were clearly demonstrated during the war in South Africa, and now that the war is ended we may expect to see considerable improvements and alterations in regard to equipment. The folding pouch of which we give illustrations on this page was invented by Sergeant Arthur Timms, of the 1st Battalion Prince of Wales's Own (West Yorkshire Regiment). It has been looked at by several generals and other officers, all of whom have expressed themselves as being pleased with the ingenuity displayed and trouble taken by Sergeant Timms in devising it. The chief object of this pouch is to minimise as far as possible the discomfort experienced by carrying a large number of rounds of ammunition, and to effect greater mobility and efficiency on the part of the infantryman. It consists of a rectangular piece of leather, which is divided into four parts, each division having a piece of strong webbing sewn across it and capable of accommodating seventeen cartridges. These are covered by a piece of canvas to render them less conspicuous and to keep them free from dust, sand, etc. Each pouch is capable of holding 68 rounds of ammunition, thereby giving the soldier a total of 136 rounds, whereas the present pouch only has accommodation for 100 rounds, and half of these are very often dropped when running, as by reason of the jolting, they jump out of the pouch, and are lost. This is proved by the fact that, during the South African Campaign, the Boers were in the habit of going round after a skirmish and collecting the ammunition that had been dropped by our troops. Surely, this fact alone should make this invention one to be adopted in the future. Then, again, with the old pouch, the weight of the 100 rounds falls all in one place, while with the new idea it is distributed over the trunk of the body, and what is more, the new pouch is no hindrance, as the old one is, to firing from a prostrate position. It is attached to the belt in much the same manner as the present one, and when open one fold rests on the belt, another falls below it, while the remaining two folds turn upwards and are supported by two braces attached to the uppermost fold, these braces passing under the right and left arms respectively, over the shoulders, and being then fastened to the inner brace in front. When folding, both ends turn inward one quarter of the length, and then fold in half, the whole being then secured by a small strap and buckle. On the front a small pocket is provided for carrying ammunition for "guard" purposes, etc., when it is not necessary for the whole of the pouch to be opened. Another important fact about this pouch is that it enables the infantryman to remove all of his equipment with the exception of the waist-belt, and still retain his ammunition, which, after a long march, and when the danger of a surprise is imminent, is to our idea an important feature, and one which should help to popularise it. It is also applicable to all troops armed with the rifle or carbine, and most certainly would act as a shield against sword cuts and spent bullets. Then, again, it enables the soldier, whether he be mounted or dismounted, to carry his store of ammunition without any other part of his equipment except the waist belt, with which to keep it close to the body.

THE POUCH OPEN.

A neat arrangement, which also acts as a shield to the wearer.

THE POUCH CLOSED.

Showing the pocket carrying a few rounds for guard, etc.

Altogether this pouch is a most ingenious device, and Sergeant Timms is to be congratulated upon having so skilfully thought the matter out; and as a good secure pouch is one of the wants of the present day, his invention should receive the attention it deserves.

One of the accompanying illustrations shows this pouch closed, with the pocket ready for use in the case of barrack duties, guard, etc., and the other shows the pouch open in the manner described and ready for use on service in the field.

Certain it is that this idea would be welcomed by the average soldier as one tending to make his work somewhat easier and firing exercises more comfortable, for when firing from a lying-down position equipped with the present service pouch, it is most difficult to take a correct aim, by reason of the bump caused by the pouch, on which one has to rest; and not only this, but when in full marching order, it is still more uncomfortable, as the soldier cannot remove his pack without removing his ammunition as well, which circumstance, were Sergeant Timms's idea adopted, would be entirely done away with in the manner mentioned above.

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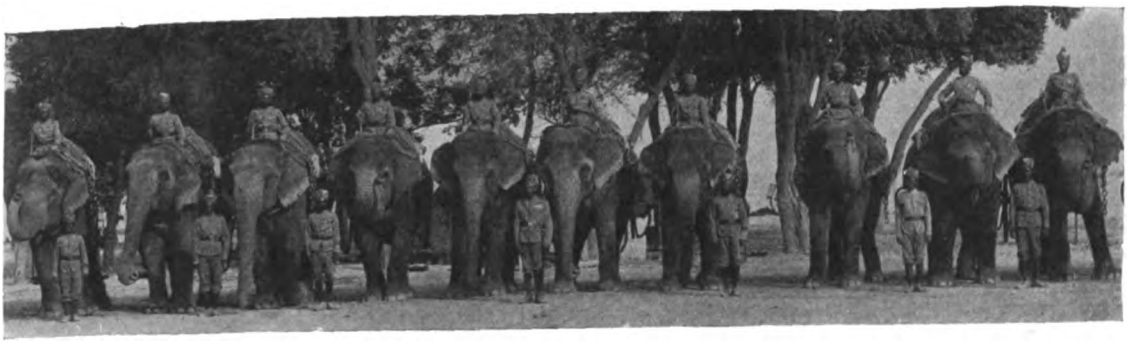

AN ELEPHANT GUN BATTERY.

A PATIALA LANCER.

OUR INDIAN EMPIRE.

A Running Record of Military Life and Incident in the "Shiny East."

By CAPTAIN OWEN WHEELER.

IN the current number of the *United Service Magazine* there is a paper by "Fusilier" on "The Disabilities of a British Regiment in India," which does not seem to me to strike quite the right note, although it is smartly written, and contains some food for serious thought. The main complaint of the writer is that the British officer in India does not receive sufficient intellectual encouragement, and that the life of a British regiment to which "Fusilier" has returned after two years' service on the staff has certain drawbacks compared with that in a Native Cavalry corps. There is a certain amount of solid truth in this, of course, but to label a few rather disconnected growls and suggestions of this sort "The Disabilities of a British Regiment in India," is a mistake, and calculated to detract from the value even of sound and practical observations.

I have had a fairly extended experience of life in a British regiment in India, both before and after a period of staff service, and, though there are undoubted "disabilities," I am inclined to think that four-fifths of them are due either to local considerations or to individual temperament, and that, in the main, the system is as sound as could be expected. As for "intellectual encouragement," I really believe that the officer who honestly tries to improve himself out in India has an excellent chance of getting on—a much better chance than he has at home, unless a number of parallel efforts in the way of "getting influence to bear" are laboriously made. Of course, where a man needs such a stimulus to study as lectures on scientific war by experts—to quote one of "Fusilier's" propositions—or an increase of daily pay for passing not only in every language, but every "department of knowledge" the State may desire to encourage, the case may be different. But I have seldom heard of any officer who in India worked even moderately hard outside the limit of his compulsory duties and examinations, who did not in the long run obtain some substantial compensation.

First there are the language rewards, some of which are very considerable indeed. Then there is the chance of being attached to the Intelligence Branch, and such pleasant little billets as that of Station Staff Officer, not to speak of higher staff appointments, for which in India a Staff College certificate is not an absolutely necessary qualification. Then, again, with the full knowledge and approval of the authorities, the English Press in India freely accepts and pays handsomely for contributions from officers, and not infrequently prints lengthy discourses on purely professional subjects. So, in one way or another, there is no reason why the officer of a British regiment in India should be under any real disabilities as regards the useful employment of his spare time.

There is no doubt that what someone rudely calls "the buffoonery of regimental duty" is occasionally more painfully apparent in India than it is at home, and, particularly after an experience of staff duties, it is rather trying to have to go through the dreary and seemingly unprofitable routine of visits, inspections, and attendances which go to make the life of the "Subaltern of the Day" such vanity and vexation of spirit. To some minds it is even worse in the hot weather to find one's working day positively ended at 7.30 a.m., and nothing left to do except to sleep, eat, talk, and read until it gets cool enough for tennis about 5 p.m. But there is much to be said on the *contra* account. The grand chances of sport alone are, as has been frequently demonstrated in these notes, of themselves sufficient to make up for many dreary days of confinement, while, if a tour of duty as "Subaltern of the Day" is irritating, or depressing, or both, a really good Indian field-day, with your own British battalion mustering, perhaps, seven or eight hundred seasoned soldiers, is a capital corrective. In India, the mere process of taking an interest in your company is to be recommended as an excellent way of passing the time, for there is a marked difference between the British private at this stage of his service and the troublesome youngster, or still more troublesome "old soldier"—comparatively speaking, of course, for there are mighty few real old soldiers now—of the home battalion. To my mind the satisfaction of having Tommy Atkins at his best to deal with goes a long way, of itself, to compensate the dreariness of the "long, long Indian day," and the drawbacks of a life which is often rendered artificial and unwholesome by the mere effect of climate alone.

I note that "Fusilier" complains that "good fellow after good fellow is lost to our regiments in India"—goes, that is to say, to the Indian Staff Corps, "and all on account of the pensions." Surely this is a little overdrawn. As a matter of fact, I gravely doubt whether one man in twenty joins the Indian Staff Corps "on account of the pensions," for it is simply not in the nature of the British subaltern, more especially of him who is emphatically the "good fellow," to look so long ahead. Officers join the Indian Staff Corps as a rulefor one of three reasons—either because they are in debt and cannot see their way to "pulling round" in a British regiment; because they want to get married, and the immediate increase in pay will enable them to do so; or because they have Indian connections which will assist their career in the Indian service. But pensions!—well, some subalterns may think about those remote contingencies, but not a great many, and certainly not all, and it is just as well, perhaps, that they do not. For the class of devotion to duty and the higher interests of his profession to be expected from a callow youth who is already beginning to calculate how much he will get a year on retirement, is not likely to be of the very highest order.

Returning to the dear old "Shiny," and its actual surroundings and accompaniments, we must not forget that the trooping season is now at its height, and regiment after regiment is beginning to pour into the country from South Africa, after a long and weary spell of war service. It will be remembered that I did not echo the loud complaints made of the cruelty of sending these "war-worn" troops direct to India, instead of allowing them a preliminary run home, because I did not think that there was any serious or unreasonable hardship involved. But one is inclined to modify that logical attitude a little when one reads that regiments which have only been a week or two in the country are being sent to Delhi to take part in the manœuvres. The *Times of India* had a forcible little poem on the subject, purporting to be written by a recently arrived "war-worn" veteran, and headed, "Wanted, Quiet and Rest," which will probably arouse no little sentimental compassion. But in a dim, vague sort of way we fear that, perhaps, the new Commander-in-Chief in India is the very last man in the world to be influenced by considerations such as are here pathetically urged.

On another little matter which has created rather a breeze in the Bombay Presidency Lord Kitchener may perhaps assert himself more forcibly. It is said that the original intention with regard to the Native Mounted Infantry who have been

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despatched to Somaliland was to draw the officers and men from the Punjab Command, and the horses from the Mounted Infantry School at Poona. At the time of writing, it is impossible to say whether this suggested intention was carried into effect, but the mere hint of it was sufficient to raise an angry protest on the part of the Bombay Command, which naturally resents such incongruous and unfair methods of selection. It is pointed out that, when expeditions take place on the North-West Frontier, the Bombay Command is commonly debarred from participation owing to the expense of moving regiments such a long distance. Now that an opportunity has arisen in which the claims of the Bombay regiments ought on geographical grounds alone to receive prior consideration, it is considered insulting to the Bombay Army that there should be any talk of its being called upon to provide horses for officers and men from another command. The generous indignation displayed is perhaps a little excessive in view of the fact that Bombay has already provided a considerable contingent for Somaliland, and that the Mounted Infantry detachment was but 150 strong. But the fact remains that the Bombay Command does not consider that it has received altogether fair treatment in the matter of active service, and it looks to Lord Kitchener to consider favourably its claims to fairer representation in any campaigns that may be going forward.

A curious thing has been happening within the last few weeks at Calcutta, namely, an extraordinary influx of Pathans, some of them apparently of a very turbulent description. A little while back there were something like 10,000 of these not very desirable visitors in the city, and in one section alone there were 4,000 Kabulis lodged in groups of tens and twenties, necessitating the utmost care and vigilance on the part of the police. The influx is partly attributed to scarcity and distress at Ghazni, and to the refusal of the authorities to allow tramps of this questionable sort to enter Delhi during the period of the Durbar. But it is also suggested that uncertainty as to the future of Afghanistan may have contributed to a phenomenon which is not only curious but a little disturbing. One does not want to assign undue importance to this queer immigration, but it is none the less a satisfaction to feel that, thanks to the improvement of Indian railway and other communications, any possible developments arising from such causes are susceptible of brisk and drastic military treatment.

ITALIAN SAILORS ON WHEELS.

[From An Italian Naval Officer.]

We had obtained the permission of our Commandant to go on shore at Naples for a tour of two days, and with the lieutenant who was in charge we decided to go to Sarno. We were all *sous-officiers* of a battle-ship, and, as are most young men, gay and light-hearted. The town of Naples itself is of great interest, and one of its most striking features is the strange character of the populace. All live in the open; rich men, poor men, workers and lazzaroni hustle and jostle each other in the market-places and open squares, all a medley of men and asses, mules, hand-carts, and conveyances of all kinds. The eye is bewildered and the ear deafened by the frantic gestures and noisy chatter, while here and there around an improvisatore is a crowd of laughing girls, gay in their raiment as in their nature, chattering away in that noisy patois for which Naples has become so famous. When we got on shore we went first round the town to see some of the sights, and a party of five went out to the famous Castel Sant' Elmo, which was built in 1329 by King Robert the Wise. The form in which it is now was completed, however, by Don Pedro Toledo nearly 200 years later. To-day it is employed for a military prison, and it was only by the permission of the Commandant that our friends were enabled to visit it. In the meantime the others of our party had been down to the Castel Nuovo to see the fine armoury there, and to the Arsenal, which was very interesting. This fine building was founded in 1577 by the great Viceroy Mendoza, and has always held a foremost position in the history of Naples. After a hearty lunch we started on our ride, having our photographs taken first.

The road was in a very good state, so that we went along very fast. As the evening came on we could hear on all sides the peasants singing as they returned from their work; and every now and then we would meet a group of men going to their homes who greeted us with a jest or a happy laugh. It was all very peaceful and calm, and as we went along we occasionally broke into song, some old-time melody that we knew well, bringing inquisitive children to the doors in the villages through which we passed. In Nola, which is about twenty-two miles from Naples, we stopped for a rest and a little refreshment. This town is a very favourite spot for tourists, and we found it very busy.

After Nola the next interesting place that we passed was Monte Cicala, with the ruins of a castle on the summit. Late in the same evening we arrived at Sarno, for it was so beautiful on the road that we did not wish to hasten, and as we approached the town we saw many artists sitting at their easels painting the moonlight scene. The town itself is on the river Sarno, which gushes out from a rock in the north of the town in a limpid stream. In the wars of the Barons in 1460 the town was the scene of many fierce battles. We arrived at the tavern where we were to stay.

We all were tired that night and slept well. The next day we returned to Naples by the same route, and returned to the "Garibaldi." Such little excursions are of great good for the sailors and officers too. It promotes a feeling of comradeship and gives all a wholesome change from the everyday routine of life in a battle-ship. More, it is good exercise for those who may be called on in a time of war to act as despatch-bearers.

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"NOW WE'RE OFF."

A party of cyclists from the Italian battle-ship "Garibaldi."

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NOTES & QUERIES AFLOAT & ASHORE.

"FIAT JUSTITIA."—The Bilot affair took place during the Indian Frontier Campaign of 1897. On the night of September 16-17 General Jeffereys and the guns were separated from the main body of the troops, and spent the hours of darkness at the village of Bilot. A section of twelve men, under Lance-Corporal Smith of G Company of the Buffs, was sent during the evening to Bilot. Of the conduct of these men Sir Bindon Blood, in forwarding General Jeffereys's despatches, wrote: "General Jeffereys further refers in the strongest terms of commendation to the gallant conduct of Lieutenants Watson and Colvin, R.E., and of the handful of men of the Buffs and No. 4 Company Bengal Sappers, who spent the night of the 16th and 17th with him in the village of Bilot. The conduct of these officers and men in entering the village several times in the dark, in the face of a heavy fire directed upon them at close quarters, seems deserving of the highest recognition, and I have consequently made a special communication to you on it." Of the twelve men of the Buffs two were killed and five were wounded. The two officers were awarded the V.C., but I do not think any of the men received official recognition of their gallantry.

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J. DARBYSHIRE.—The Northumberland Fusiliers were not present at the battle of Fontenoy, in spite of the inscription on Phœbe Hessel's tombstone in the churchyard of St. Nicholas, Brighton. The legend on the headstone is as follows: "In memory of Phœbe Hessel, who was born in the year 1715. She served for many years as a private soldier in the 5th Regiment of Foot in different parts of Europe, and in the year 1745 fought under the Duke of Cumberland at the battle of Fontenoy, where she received a bayonet wound in her arm. Her long life, which commenced in the time of Queen Anne, extended to the reign of George IV., by whose munificence she received comfort and support in her latter years. She died at Brighton, where she long resided, December 12, 1821. Aged 108 years." It has been suggested that the regiment in which she served was the 3rd Foot, and that the figure on the stone was wrongly carved by the mason. But the officers of the 2nd Battalion of the 5th have a picture of the memorial in their possession, and that would seem to point to it as a tradition of the regiment that Phœbe Hessel served in the 5th. At the same time, of course, there is the word Fontenoy on the tombstone to be explained. Phœbe Hessel was thirty-two when that battle was fought, and may possibly have served previously in the 5th and have been transferred. Any way, it is curious that no other regiment lays claim to her having served in its ranks.

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"SHIPWRECKED MARINER."—There are provision depôts in several out-of-the-way spots established by different nations. Thus, in the Indian Ocean, three were established by a French man-of-war at Amsterdam, St. Paul, and Kirguelen Islands. At Vancouver and some of the outlying islands of the Australasian groups depôts have also been established; but now that some of these places are utilised as landing points for telegraph cables the necessity for the stock of buried provisions does not exist to the same extent, and their number is being thinned down. Sometimes the depôts were very extensive, as, for instance, in 1880 the "Cornus" left in huts at Rossission Island food for fifty people for fifty days as well as clothes, and the provisions were intact some years after when the place was visited by a French man-of-war.

* * * *

TOM ROSS.—Bayonets at first were daggers, which the soldiers, after they had exhausted their ammunition, fitted to the bore of their muskets. The use of them fastened to the muzzle of the firelocks was a French improvement adopted about 1690. At length the bayonet was fastened with a socket, which enabled the muzzle to be left clear for firing, as the following anecdote from Grose's "Military Antiquities" shows: "In one of the campaigns of King William III., in Flanders, in an engagement, the name of which my informant has forgotten, three were three French regiments whose bayonets were made to fix after the present fashion. One of them advanced against the 25th Regiment with fixed bayonets; Lieutenant-Colonel Maxwell, who commanded it, ordered his men to screw their bayonets into their muzzles to receive them; but to his great surprise, when they came within a proper distance, the French threw in a heavy fire, which for a moment staggered his people, who by no means expected such a greeting, not conscious how it was possible to fire with fixed bayonets. They, nevertheless, recovered themselves, charged, and drove the enemy out of the line." The battle of which this anecdote is told was that of Ramillies. When the victory had been won some of the enemy's firelocks were picked up by our troops and the secret was explained, and taking a hint from the enemy, our military authorities soon ordered the English bayonets to be fitted in the same way.

* * * *

"SEA-FARER."—The habit of giving nicknames to ships and classes of vessels is, I am afraid, ineradicable amongst sailors. In the old days the 28-gun ships were called donkey frigates, the idea being that they had as much in common with real frigates as donkeys with race-horses. The present "Hero" and "Conqueror" were each christened the half-boot by the lower deck, on account of a supposed resemblance to that article of dress. The "Terrible," on account of her length and the period which she spent at Wei-hai-Wei, is known on the China station as the Wei-hai-Wei breakwater. The objection to the name Niger for a war vessel has long since died out. It arose through the unfortunate experience of the "Niger" in a war with China, when the enemy sent a barge down the river loaded with all the evil-smelling refuse that could be collected. This blew up at the boom near the "Niger" and covered the whole ship. The joke was carried too far in the Fleet by the men of other ships passing the "Niger's" men on shore with their handkerchiefs held to their noses, and it led to a great deal of ill-feeling.

* * * *

"CORINTHIAN."—You are wrong in saying that not more than half-a-dozen regiments have nicknames taken from the colour of uniforms and horses. Of course some are much better known than others. Everybody knows who are the "Blues," "Queen's Bays," "Scots Greys," "Cherry Pickers," "Buffs," and "Black Watch." But there are numbers of other regiments with similar nicknames well enough known in the Service, but hardly ever perhaps heard by that useful member of society called "the man in the street." Here are a few of them: The 3rd Dragoon Guards are the "Old Canaries," because of their yellow facings; for the same reason the 4th Dragoon Guards are the "Blue Horse," the 5th Dragoon Guards the "Green Horse," and the 7th Dragoon Guards the "Black Horse," a name which is also given to the 5th Dragoons and the 7th Hussars on account of their being at one time mounted on black horses. The 13th Hussars are the "Evergreens," so called because their facings were formerly green, and the 16th Lancers are the "Scarlet Lancers," because they are the only Lancer regiment with red tunics. The King's Own (Royal Lancaster) used to be dubbed "Barrell's Blues" from their colonel's name and their facings, and for a similar reason the Royal Warwickshires were called "Guise's Geese," their facings being formerly grass green; the Leicestershires were the "Lily Whites" from their facings; the Princess of Wales's Own (Yorkshire) and the old 66th (2nd Royal Berkshire) were both nicknamed "Green Howards," while the South Wales Borderers were "Howard's Greens"; the 31st East Surrey were termed the "Young Buffs" to distinguish them from the "Buffs" (the 3rd Foot); the Royal Sussex were once the "Orange Lilies"; the Loyal North Lancashire were from their white facings the "Cauliflowers"; the old 97th the "Celestials" from their sky-blue facings; the 53rd the "Brickdusts," also from their facings; the Rifle Brigade were the "Sweeps"; and the King's Royal Rifles the "Bloody Sweeps," by reason of their red facings.

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J. ROYSTON.—Until quite recently the Honourable Artillery Company used to take precedence directly after the Regular Forces and before the Militia and Yeomanry. But an Army Order which came into force this year directs, first, that officers of the Militia and Imperial Yeomanry shall take rank with officers of the Regular Forces as the youngest of their degree, and shall take precedence among themselves according to the dates of their appointment in their respective ranks: and, secondly, that officers of the Regular Forces, Militia, and Imperial Yeomanry shall have precedence of and command over the officers of equal degree serving in the Honourable Artillery Company, and Volunteers shall take precedence amongst themselves according to the dates of appointments in their respective ranks. The haversack will in future be worn over the right shoulder, except by men of the Royal Horse and Field Artillery and mounted men of the Army Service Corps, who will wear it over the left shoulder. With regard to your third question, the serge jackets and tartan trousers are made in eighteen sizes, the smallest being for a man of 5-ft. 3-in. to 5-ft. 4-in. with a chest measurement of 32-in. or 33-in., and the largest being for a man of 6-ft. 1-in. or 6-ft. 2-in. with a chest measurement of 43-in. or 44-in.

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"A STUDENT OF WAR."—You will find various references to the French prisoners during the Revolutionary and Napoleonic Wars in the *Annual Register*, the *Times*, and *Morning Post*. In the annals of places like Bristol and Portsmouth you can find details concerning the prisoners confined there. The *Morning Post* of October 16, 1801, said: "The French prisoners in this country at present amount to upwards of 20,000, and they are all effective men, the sick having been sent home from time to time as they fell ill. Of these 20,000 men, nine out of ten are able-bodied seamen; they are the best sailors of France, the most daring and enterprising, who have been mostly employed in privateers and small cruisers." In Bristol, on a false alarm of invasion, the prisoners were placed down the shafts of the coal-mines for safety. There were the usual exaggerations on the Continent concerning our treatment of the prisoners. M. Rillet, who was a prisoner from 1808 to 1814, was placed in a hulk after he had twice broken his parole, and subsequently wrote a book on England, in which he asserted in the dedication that "150,000 of our countrymen expired in torture on board the English ships during the last two wars. Thirty thousand others returned to their native country only to lay down their emaciated bodies in the grave."

* * * *

"J. W. McN. B."—The Crater Position, the headquarters of both British and Native infantry regiments at Aden, is some five miles from Tawai, the landing-place. The climate is very hot, but fairly healthy, the worst months being May, June, and September. The usual length of stay is for British regiments one year, and for Native troops two years, though the stay of Royal Artillery is mostly two years. Rent is dearer than in India, and servants expect high wages. There is no hunting to be had on the station, and only indifferent shooting, there being sand grouse to be found some twenty miles inland. If you can get leave, there is good big-game shooting to be had in Somaliland, but you will need three months' leave to get at it. As to clothing, you will find that light flannels are mostly worn all the year round. Furniture, clothing, and saddlery can be purchased in the local Parsee shops, but I would not recommend you to trust them, for their goods are both dear and inferior. Old hands invariably get their things from home or from Bombay. Prices are 25 per cent. higher than in India. You should be well supplied with boots before you start, for Aden boots are proverbial for their inferior quality. If you are content with tennis, cricket, golf, and rowing you can have enough of any of them; there is also a polo ground, though not a good one. The club at Aden is the Union, to which the subscription is 12 rupees a month, with an entrance fee of 20 rupees.

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"OLLY."—I only know of two instances. At the battle of Malplaquet on September 11, 1709, the Royal Regiment of Ireland (now the Royal Irish) encountered the Royal Regiment of Ireland in the pay of the King of France. A parallel case occurred during the Peninsular War. At the dashing affair of Arroyo dos Molinos on October 28, 1811, the brass drums and the drum-major's staff of a battalion of the French 34th were captured by the 2nd Battalion of the British 34th (now the Border Regiment), and are still in possession of the latter corps. The whole of the men of the French 34th were also taken prisoners by the brigade of which the British 34th formed part. The story goes that several of the French officers, as they tendered their swords, embraced the officers of the British 34th, saying: "Ah, Messieurs, nous sommes des frères, nous sommes du trente-quatrième régiment tous deux. Les Anglais se battent toujours avec loyauté, et traitent bien leurs prisonniers." The 34th received the Royal authority to bear the words "Arroyo dos Molinos" on their regimental colours for their gallant behaviour on this occasion. THE EDITOR.

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ROUND THE WORLD.

HOW THE ENGLISHMAN AMUSES HIMSELF IN SWITZERLAND.

A PARTY OF SOLDIERS ON SKI.

WINTER IN CANADA.

PROBABLY one of the last places that the average Englishman would dream of visiting in winter is Canada, which is popularly regarded in Europe as a land of almost perpetual ice and snow. It will be remembered that it was Mr. Kipling who, in his description of the Dominion as "Our Lady of the Snows," unconsciously did Canada so much harm—at least from the tourist's point of view. Apart from this, however, it is astonishing to find how little is known at home of this the oldest of our Colonies.

The most ardent enthusiasts of outdoor sports who have visited Canada in the festive season do not hesitate in declaring it to be the country *par excellence* for almost every kind of winter sport, while such centres as Montreal and Ottawa now seriously begin to rival the more famous of the European winter playgrounds where ice sports have become a special feature. No native of any other nation knows better how to enjoy himself during winter than the Canadian, who, so far from living in dread of this season, such as is common among English people, looks eagerly forward to the time when he will be able to cast off the wheels from his buggy and replace them with a pair of runners.

For a winter holiday Montreal, and indeed many other towns in the same province, offers endless attractions to those wishing to become initiated into the mysteries of ski-ing, tobogganing, and snow-shoeing, which form a by no means unimportant part of the education of young Canada. The Canadian, who is naturally of a friendly disposition, is ever ready to extend the utmost hospitality to those hailing from the "Old Country," and it is a fact that once you have had the good fortune to spend a winter in a typical Canadian city, such as Montreal or Ottawa, the chances are you will never rest content until you have renewed some of the pleasant acquaintances formed on your first visit.

The bare mention of Montreal is sufficient to conjure up visions of snow-shoes and skates of every shape and form, steep toboggan runs and sleigh rides by the silver light of the moon, not to mention the wonderful ice carnivals, while theatres, balls, and various other social gatherings make up the long list of amusements which make a Canadian winter flit by only too quickly.

A FAMOUS CANADIAN RUN.
A nasty spill.

Snow-shoeing and ski-ing (pronounced shee-ing) are forms of amusement which the novice, spending his first winter in Canada, will most assuredly perfect himself in ere he takes his departure to England. In accustoming himself to the use of the ski the beginner should select his slope with caution, making sure that there is a good landing-place, with no ditches and no jumps; only the proficient should attempt to jump. To guide one's self, which is of next importance, all one has to do is to lean to the right or to the left, as the case may be; while should it be necessary to slacken speed, this may be done by thrusting the alpenstock into the snow. This latter, by the way, you should regard as your best friends as without it you can only compare yourself to a fish out of water. Naturally, falls are not infrequent in the case of a beginner, and to regain the perpendicular alone is a by no means easy feat. Once, however, you have overcome all these difficulties, you will agree that ski-ing certainly merits its name of "king of all snow sports."

Perhaps the greatest pleasure to the winter visitor to Montreal will be the toboggan runs, which have a world-wide fame. Close to the city is a lofty hill, to the top of which Jacques Cartier was conducted by his Indian host in October, 1535, in order that he might behold the wonderful view. So enchanted was he with what he saw that he at once called the place Mont Real, whence the present town of Montreal derives its name. Immediately winter sets in a number of carefully constructed "chutes" are made on the steep slopes of the Mount, and these are kept in perfect condition for tobogganers so long as the frost lasts. With a plentiful display of bunting, and lighted at night by thousands of coloured lamps, the scene, as may be imagined, is indeed a merry one, and resembles fairyland. The type of toboggan used in Canada is of a totally different kind from that seen in Europe, and consists merely of a long thin slab of wood, gracefully curled up in front. As a rule toboggans are constructed to hold half-a-dozen people, or as many more as can be crowded on to them. Often they travel at the speed of an express train,

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and to the onlooker it might appear to be an extremely dangerous amusement. Serious accidents, however, are happily very rare. Of course during all this the thermometer is much lower than it registers in the coldest countries of Europe; but so exhilarating are the sports and so still and clear the atmosphere, with more often than not the sun shining overhead in a perfectly cloudless sky, that one forgets for the time being how cold it actually is. On occasions of this kind the dresses worn by both men and women are of material specially manufactured for the purpose, and resembling very closely a blanket, with scarlet trimming. As may be imagined, it is both warm and effective. The ladies may be seen wearing a hood made of the same material as a protection for their head and ears, while the men wear a kind of knitted night-cap. Boots are not worn, but in place of them moccassins of Indian manufacture, which, being composed of deerskin, protect the feet in a manner that ordinary leather could not do.

FIRST LESSON IN SKI-ING: A FRIEND IN NEED.

A less boisterous form of amusement is the jolly sleighing parties, which are of frequent occurrence. Snugly wrapped up in your buffalo furs and seated behind a smart pair of native ponies, no one can imagine how truly delightful is the experience of gliding along over the snow at a pace which the average London policeman might be apt to challenge. Equally fascinating is the experience of ice-boating. Try to imagine the feeling of scudding along at a rate of eighty miles an hour over the smoothest of ice for a twenty-mile sail on one of the inland lakes. Surely this is an experience that is likely to live in one's memory for ever.

Nor should we omit to include in this article a brief mention of the exceptional facilities offered to the sportsman with gun or rifle. Throughout the winter months partridge, wild duck, woodcock, plover, and a score of other birds provide first-rate sport, while the open season for deer, moose, and much-prized caribou lasts from September until well on to the end of January. Not only does Montreal provide a vast store of amusements, but the same may be said of practically all the large cities and towns of the Dominion. Especially is this the case in the Canadian capital, where hockey—Canada's national winter game—is played with equal enthusiasm as football in England. At Government House one may enjoy the quieter amusements of skating, tobogganing, and curling. There one meets not only everyone of interest and importance in Canadian circles, but many eminent English and American guests, whom business or pleasure has drawn to the capital. The skating parties given by their Excellencies are truly delightful in their unconventionality, and the two rinks—one close to Government House and the other most charmingly situated in the park—are usually covered with skaters.

In Montreal another feature of the winter amusements is the famous ice palace, built of huge blocks of ice. Such a spectacle as this ice palace presents is not to be equalled in any other country; particularly beautiful is the effect when the sun shines upon it. The climax is reached when the season shows signs of breaking up. Then a mock assault is made upon the castle, which, illuminated at night by electricity, resembles the legendary castle of some fairy story.

From November the St. Lawrence begins to freeze up, and remains unnavigable to vessels until the end of May. All this time the frozen river, which has ceased to be a waterway, becomes a highway and supports a temporary railway track across it.

Whatever be the cause of the lack of patronage which English people have so consistently shown for Canada in winter, it certainly cannot be laid to the steamship services which connect the Mother Country with her oldest Colony. Seeing that it is possible to reach Canada under eight days, and the fare works out at considerably less than one would have to pay at any hotel of standing, it is astonishing that more people do not try the experience of a real good old-fashioned winter such as one may always reckon upon in Canada. From Montreal, thanks to the luxurious service of trains of the Canadian Pacific Railway, the traveller may, if he choose, travel still further afield, to the Rockies or, beyond, to the Pacific.

WHERE TO SPEND THE CHRISTMAS HOLIDAYS.

THE Brighton and South Coast Railway announce the following arrangements for the Christmas Holidays:

PARIS AND ROUEN AT CHRISTMAS.—Special fourteen days' Excursion by the Newhaven, Dieppe, and Rouen Royal Mail route from London by the Special Express Day Service on Wednesday morning, December 24, and also by the Express Night Service on Sunday, Monday, Tuesday, and Wednesday evenings, December 21, 22, 23, and 24.

Special Cheap Tickets will be issued on Wednesday, December 24, to and from London and the Seaside, available for return on December 25, 26, 27, 28, or 29.

On December 23 and 24, Extra Fast Trains will leave Victoria and London Bridge Stations for Brighton, Eastbourne, Bexhill, Hastings, Worthing, Portsmouth, the Isle of Wight, etc.

On Christmas Day, the ordinary Sunday Service will be run, including the "Pullman Limited" from Victoria to Brighton in sixty minutes, and the Pullman Cheap Express Victoria to Eastbourne and back.

On Boxing Day, Day Trips at Special Excursion Fares will be run from London to Brighton, Worthing, Littlehampton, Bognor, Seaford, Eastbourne, Bexhill, and Hastings.

The Brighton Company announce that their West End offices, 28, Regent Street, Piccadilly, and 8, Grand Hotel Buildings, Trafalgar Square, and the City Office, 6, Arthur Street East, will remain open until 10.0 p.m. on the evenings of Monday, Tuesday, and Wednesday, December 22, 23, and 24, for the sale of the Special Cheap Tickets, and Ordinary Tickets to all parts of the Line, and to the Continent, at the same fares as charged at London Bridge and Victoria.

Queries and Replies.

MALAGA IN WINTER (QUOALIA).—One of the finest winter stations on the Mediterranean is Malaga. It possesses a fine, warm climate, the mean winter temperature being 55-deg. Mr. Reynolds Ball, in his "Mediterranean Winter Resorts," gives a good deal of useful information concerning Malaga, which, comparatively speaking, is visited but little by English people. The route to be preferred is that by way of Paris, Bordeaux, Madrid, and Cordova. There is, unfortunately, no direct line of first-class steamers from this country.

OUTFIT FOR CEYLON (NORMAN).—Passengers travelling first-class by P. and O. boats are allowed 3-cwt. of baggage free; second-class, 1½-cwt. The Orient on the other hand, limit the passenger to 40 cubic feet free. Your outfit should include morning and evening dresses, similar in texture to those worn at home in spring and summer. Thin cotton and blue serge skirts and silk and cotton blouses should also figure prominently in your list. Strong leather and wooden trunks should be taken, which, if intended for the hold, may be of any size. The cabin luggage should not exceed 3-ft. in length, 1-ft. 9-in. in width, and 1-ft. deep.

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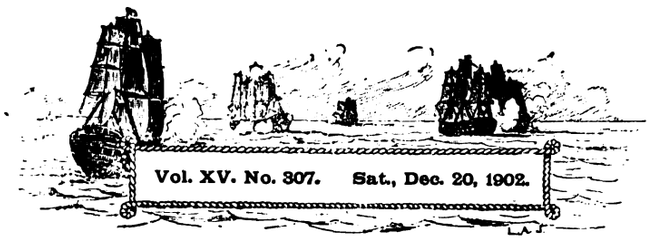

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MEMS. FOR NAVAL AND MILITARY MESSES.

THE DUKE OF FIFE spoke last week at a meeting of the Incorporated Soldiers' and Sailors' Help Society. There was a very large gathering of men and women interested in the work of the society, including Princess Christian, who has done so much for the establishment of cottage homes for crippled and invalided veterans. Princess Henry of Battenberg and Princess Victoria of Schleswig-Holstein were also present. The Duke of Fife gave an account of the work done by the society, and called upon all his hearers to show their real sympathy with our soldiers who had fought with so much bravery, endurance, and humanity in South Africa by affording them now that practical help which many sadly need.

On the same afternoon Lord Duncannon presided at the Council of the War Employment Bureau, when Lord Roberts was unanimously invited to become president of the association. Amongst those present were Lord Methuen, Captain Percy Scott, R.N., General Sir Robert Biddulph, General Borritt, Colonel French, Mr. C. E. Gifford, General Kelly-Kenny, and Lord Rothschild. Lord Roberts, who was unable to be present, was represented by Colonel Yorke; Sir Ian Hamilton by Colonel Hutchinson; and General Sir A. E. Turner was also represented officially. The honorary secretaries present were Mr. H. C. W. Gibson and Mr. S. H. Benson.

By the death of Major J. T. Collier, V.D., the poorest class of working lads in London have lost a staunch friend and helper. Nearly fifty years ago he joined the Volunteer Force under Lord Radstock, with whom he had long worked as a Sunday School teacher. He was one of the first to receive the Victoria Decoration, in company with the Prince of Wales, now King Edward. Gifted with remarkable energy and versatility, Major Collier worked for half a century on behalf of destitute and friendless lads of London, for whose benefit he founded a useful employment agency. His staunch supporters included Lord Kinnaird, Mr. C. E. Baring Young, Lady Alice Des Vœux, and other prominent philanthropists. Beloved and respected by all who knew him, the death of Major Collier is deeply lamented by an extensive circle.

Messrs. J. W. Benson, Limited, the well-known watchmakers of Ludgate Hill and Old Bond Street, have by special warrant been appointed watchmakers to His Imperial Majesty the Shah of Persia.

Messrs. John Walker and Co., of Warwick Lane, have sent us some samples of their Diaries for 1903, which are as varied in size as they are in quality. These are all very dainty little diaries, admirably arranged, and really useful, which can be recommended to all classes of workers.

"Whitaker's Almanack" and "Whitaker's Peerage"—two most valuable and interesting books—for 1903 are now ready, and may be obtained of Messrs. J. Whitaker and Sons, Limited, 12, Warwick Lane, Paternoster Row, E.C. Both books have been considerably improved, and have additions made to their predecessors, which make them now most complete.

We have received from Messrs. A. and C. Black, of Soho Square, W., the new edition of "Who's Who" for 1903, which is one of the most useful and complete books of its kind. This publication describes just who and what every person of note is. We have also received the new edition of "The Englishwoman's Year Book and Directory," which contains most valuable and interesting information to ladies of all degrees.

The losses by death to the Royal Engineers in the South African War amounted to over 400. To the memory of these a monument is to be erected at Chatham, a place which at some time or another is familiar to most members of that corps.

Quite one of the prettiest weddings of the year was that of Lady Adelaide Meade, daughter of Admiral Lord Clanwilliam, and Captain Stanley Colville, which took place at St. Peter's, Eaton Square. The church was beautifully decorated, and a large contingent of Bluejackets lined the aisle. Lord Clanwilliam gave his daughter away. She wore a beautiful dress of lace and silver, with some lovely diamonds. Two little nephews of the bridegroom acted as train-bearers, and the sisters of the bride were bridesmaids, their dresses being charmingly made of white net and silver tissue, and they wore large white hats. The Prince of Wales honoured the marriage with his presence, as also did Princess Christian, Princess Victoria, Princess Henry of Battenberg, and Princess Louise of Schleswig-Holstein. All the Royal guests were received at the door of the church by Lord Colville of Culross, and by him were led to their places in the church. Amongst the many guests were Admiral FitzGeorge, Admiral Durnford, Admiral Britten, Admiral Markham, Lady Dundonald, Lady Howard de Walden, Lord Carrington, Lord Glenesk, Miss Borthwick, and numbers more, far too numerous to be mentioned in a paragraph. A reception was afterwards held at Lord and Lady Clanwilliam's house in Belgrave Square, where amongst other beautiful presents were a silver bowl from the King, a silver cup and tray from the Prince of Wales, a silver tea-set from Princess Louise and the Duke of Argyll, some water-colour pictures from Princess Henry of Battenberg, and a fitted travelling bag from Princess Christian.

A very successful amateur dramatic performance took place last week at Aldershot. The play was given, in support of local charities, in the theatre of the Army Service Corps, under the patronage of General French. Lady French and her daughter were also present. There was a triple bill, the first piece being "A Point of Honour," by Captain Owen-Lewis and Mr. Fille Norwood. This was followed by "Our Bitterest Foe" and "Shades of Night." Those who took part in the various plays were Captain Owen-Lewis, Mr. Guy Carew, Major M'Nalty, Mrs. Owen-Lewis, Captain Wood, Miss Willis, Captain Philip Scott, and Mrs. Scott. The plays were well received, and at the conclusion most of the audience were entertained at supper by the officers.

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THE NAVY & ARMY ILLUSTRATED.

VOL. XV.—No. 308.] SATURDAY, DECEMBER 27th, 1902.

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RIGHT HON. SIR DAVID HARREL, K.C.B., K.C.V.O.

Sir David Harrel, who recently held the office of Under-Secretary for Ireland, first entered the Irish Constabulary in 1859, and at the end of twenty years was appointed resident magistrate in the then troublous times in the Western Districts. This position he held until 1883, when he took up the post of Chief Commissioner of the Dublin Metropolitan Police, and eventually was raised to the high office mentioned above. Sir David has had a very interesting career, and has throughout won the respect of all classes of people with whom he has come in contact.

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THE PROGRESS OF THE SHIP-BUILDING PROGRAMME.

THE Navy Estimates of the current financial year provided for two first-class battle-ships, two armoured cruisers, two third-class cruisers, four "scouts," nine torpedo-boat destroyers, four torpedo-boats, and four submarines.

The keel plate of one of the battle-ships, the "Hindustan," has just been laid in the yards of Messrs. John Brown and Co. of Clydebank. Her sister vessel, the "New Zealand," will be laid down on the only building slip in Portsmouth Dockyard when this is vacated by the "Suffolk," whose launch is expected to take place in January. These two battle-ships will, it is reported, be heavier than the three ships of the "King Edward VII." class (1901-1902 Estimates) now under construction, and as they are the first battle-ships to be designed by Mr. Philip Watts, they should possess many features of interest. Mr. Watts is a staunch believer in gun-power, and if the Naval authorities agree with him he will very probably substitute in these ships the new 7·5-in. Vickers quick-firer for the 6-in., a weapon which forms the auxiliary armament of our present battle-ships. The armoured central battery plan is also likely to be adopted.

The new American battle-ships "Louisiana" and "Connecticut" will each have a full-load displacement of 18,000 tons, while their armament will consist of four 12-in., eight 8-in., and a dozen 7-in., as well as smaller weapons.

Mr. Watts is on his mettle to design a vessel which shall combine the greatest speed with the greatest number of guns and the greatest amount of protection. Of course the result will be a compromise, but a Naval Constructor has to see things steadily, and see them whole. Turning now to the cruisers "Duke of Edinburgh" and "Black Prince," a start has been made with the former in Pembroke Dockyard. The latter will be built by contract. These ships, the first cruisers to be designed by Mr. Watts, will be the most formidable in the Royal Navy. Some years ago they would have been called battle-ships, and they will be far better fitted to take their place in the battle line than some of our older ships. Their armament is to consist of six 9·2-in. 27-ton guns, ten 6-in., and smaller weapons. Hitherto our cruisers have only carried two 9·2-in. In the new cruisers one will be mounted forward and one aft, while the remaining four will be mounted above the corners of the central citadel. The "Duke of Edinburgh" will displace 13,000 tons, and will have an indicated horse-power of 24,000. What her speed will be seems uncertain, and much will depend on what can be done with the new propellers.

The late Lord Armstrong advocated the abandonment of armour and all other artificial aids to defence, and declared that he would rely solely on "alertness, lightness, and an unerring mailed fist." But we are unlikely to get back to the old type of cruiser with merely deck protection.

The "scout" is an entirely new class of war-ship. The Admiralty decided not to initiate a design, but to invite the private ship-builders to give the Navy the benefit of their creative ingenuity by submitting designs to fulfil certain stated conditions. The four "scouts" are to be built by the Fairfield Company, Messrs. Armstrong, Whitworth, and Co., Messrs. Laird Brothers, and Messrs. Vickers, Sons, and Maxim. We gather that they are to be vessels of 3,000 tons displacement, of 23 knots speed, and are to possess good sea-going qualities. Such small ships as these should find useful spheres of action in a Naval engagement. They will present but a small target to the enemy's gunners, and both for scouting purposes and for chasing torpedo-boat destroyers should prove their value.

They have been called "destroyers of destroyers," and a vessel of this class was bound to come sooner or later. The next step will be to design a destroyer of destroyers of destroyers. The nine new torpedo-boat destroyers now building are to be of the 25½-knot type and of much stronger construction than the 30-knot type. Mr. Yarrow and Messrs. Thornycroft have built 30-knot destroyers which have steamed unaided to Japan in all conditions of weather, and it is to be regretted that the Admiralty should have, for the present at all events, given up the swifter type and gone in for the slower and surer craft. If the "Velox" (fitted with the Parsons Marine Steam Turbine) proves an unqualified success, more turbine destroyers will doubtless be added to the Navy List. But the trials of the "Velox" have not been altogether so satisfactory as was anticipated. There is not much to be said respecting the four torpedo craft and the four diving torpedo-boats. The latter are an improvement on the first five British submarines of the "Holland" type, being larger, swifter, and of greater sea-going capacity. There are those who believe that the under-water craft of the future will be small boats capable of being hoisted into battle-ships or "mother-ships," while others are equally persuaded that all the torpedo craft of the future will be capable of at least partial submersion, if not of total disappearance beneath the waves.

The ship-building programme of 1902-1903 is now well started, and the professional critics appear to be satisfied with its progress.

EXPENSIVE MILITARY MESSES.

ONE of Napoleon's most firmly rooted convictions was that the French Army must be a *bona-fide* profession, and he did all in his power to make it possible for a man to live on his pay. According to letters received from the forces now serving in South Africa, the poor officer is finding it very difficult to make his pay and a moderate private income suffice for his requirements. During the war numerous commissions were bestowed on non-commissioned officers, and these are undoubtedly suffering from the extravagance of their "wealthier" brother officers. It has often been pointed out that whilst in the Navy every officer's wine bill is limited by regulations, in the Army the limit, seldom imposed, is invariably too high. Guest-nights, champagne, cigars, and expensive dishes go to make the average military mess an expensive affair, while polo and other amusements eat still further into the slender income of the young officer whose parents have failed to provide him with a handsome income of his own.

A Service contemporary affirms that a military mess could be run, and run well, if the rations were drawn at the rate of half-a-crown a day for all three meals. In the Navy the service ration of bread, meat, and vegetables is made to go as far as possible, and the officer has only to find from one to two shillings a day out of his own pocket, and it is suggested that the military ration ought to be utilised in time of peace just as it is by Naval officers. Of course there are those who profess to believe that were it possible for a lieutenant to live on his pay the Land Service would be "degraded" and an inferior class of "professional" officer would arise. A Guardsman who once went to dine at a university club in London was heard to declare afterwards that he had no idea the middle classes drank such good wine. Aristocratic officers do not seem to be well acquainted with those middle-class men who want to join the Service and yet are prevented owing to lack of private means. The average public school boy who belongs to his Volunteer corps would make a splendid officer, for he is keen and accustomed to hard work. That his men would admire and obey him goes without saying. Of course care would have to be exercised in the selection of candidates. Before this great reform comes, however, it is to be hoped that Pall Mall will do something towards discouraging, or even forbidding, expensive messes.

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DELHI,
THE CITY OF
THE DURBAR.

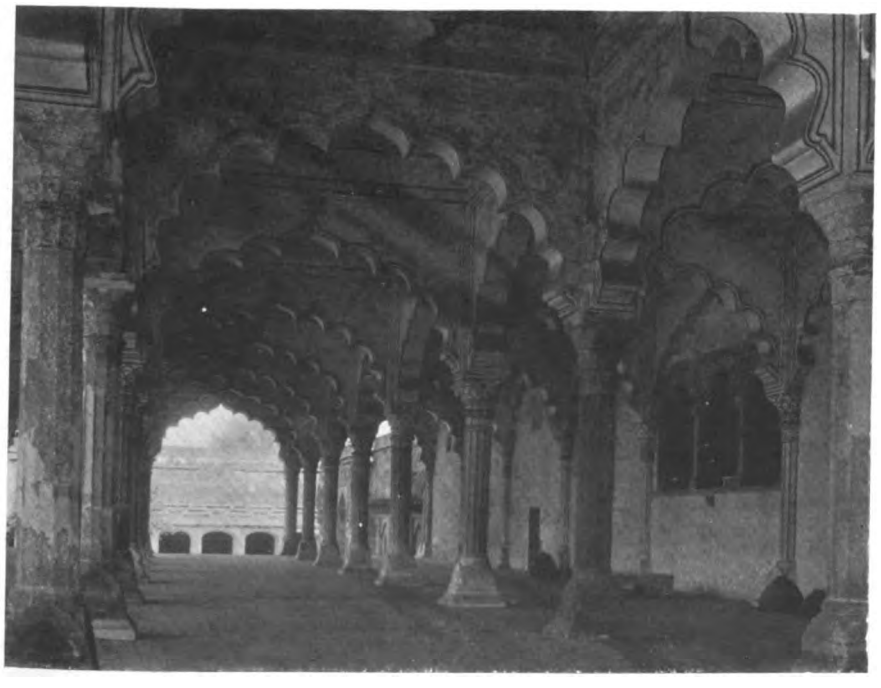
DELHI, and the great Durbar being held there, will occupy a good deal of our thoughts for the next few days. The magnificent ceremony with which the proclamation of our King as Emperor of India will be surrounded will be duly recorded in these pages when we receive from our representatives on the spot life-like pictures of the actual events of the august occasion. Letters from India have already placed in our mind's eye the Camp of six miles diameter, the Viceroy's Circuit House with its flight of steps 40-ft. wide, and its snowy pillars picked out with gold supporting their stately portico, and various other items of preparation which will lend circumstance to the importance of the New Year's Proclamation. The practical part is, of course, the utilisation of the troops which will be present for ceremonial display in a series of useful manœuvres, prior to taking their place as exemplars of the Empire's might. Daily during the past month we have read of the departure of distinguished persons from our own land to be present at the great gathering. Never before in India will such a collection of holders of Western titles have been assembled as will be the case at the Delhi Durbar. Although, of course, the Viceroy will be the principal personage, as representing the Emperor, it is safe to say that Their Royal Highnesses the Duke and Duchess of Connaught will bring Empire more prominently to the native mind than it is possible for any office-holder, albeit a Master of Ceremony, to do.

Perhaps the "newest development" in this assemblage at the ancient capital will be the camp of the representative of our latest ally, Japan. We hear of his tents being decorated with precious fabrics and inimitable cherry lacquer from the Land of the Rising Sun. No doubt he will rival in splendour the establishments of the great Native Rulers of India, who, in their turn, leave all Occidental displays quite "out in the cold," as far as magnificent picturesqueness is concerned. In these matters the solid West can never compete with the gorgeous dreamy East.

But amid all this passing change and splendour the thoughtful visitor will not forget to examine the countless objects of the ancient city and its still more ancient surroundings, and the lasting records of those grim modern days of '57.

Our illustrations show three objects of interest. The Kashmir Gate will be connected with the name of the gallant Salkeld as long as Englishmen read with pride the doings of their soldiers in those dark days. His death at the explosion of the gate was noticed even among an army of heroes, and his name will last with the better-known ones of Willoughby, the great Nicholson, and the private soldiers, Gunners Buckley and Scully, not to mention a host of others now half forgotten by the general public, but not by Anglo-Indians. The church cross tells its own story. The bullet marks show that this emblem received a great deal of attention, probably under the idea that the symbol itself exercised some magic influence in heartening the troops who fought under it.

The Dewán-i-ám is part of the old Imperial Palace (now "the Fort"), a palace larger than the Escurial, and possessing much higher architectural beauties. Only a small portion of this Palace of Shah Jehan, perhaps the grandest palace in the world, remains. Fergusson describes the magnificent vaulted hall which still remains as "the noblest entrance to any existing palace." A suitable place, therefore, for the representative of Edward VII. to hold high state, even though his peacock throne may not be, as some natives report, the veritable throne of Solomon.



A.—THE KASHMIR GATE. B.—THE BATTERED CROSS AND BALL. C.—THE DEWAN-I-AM.

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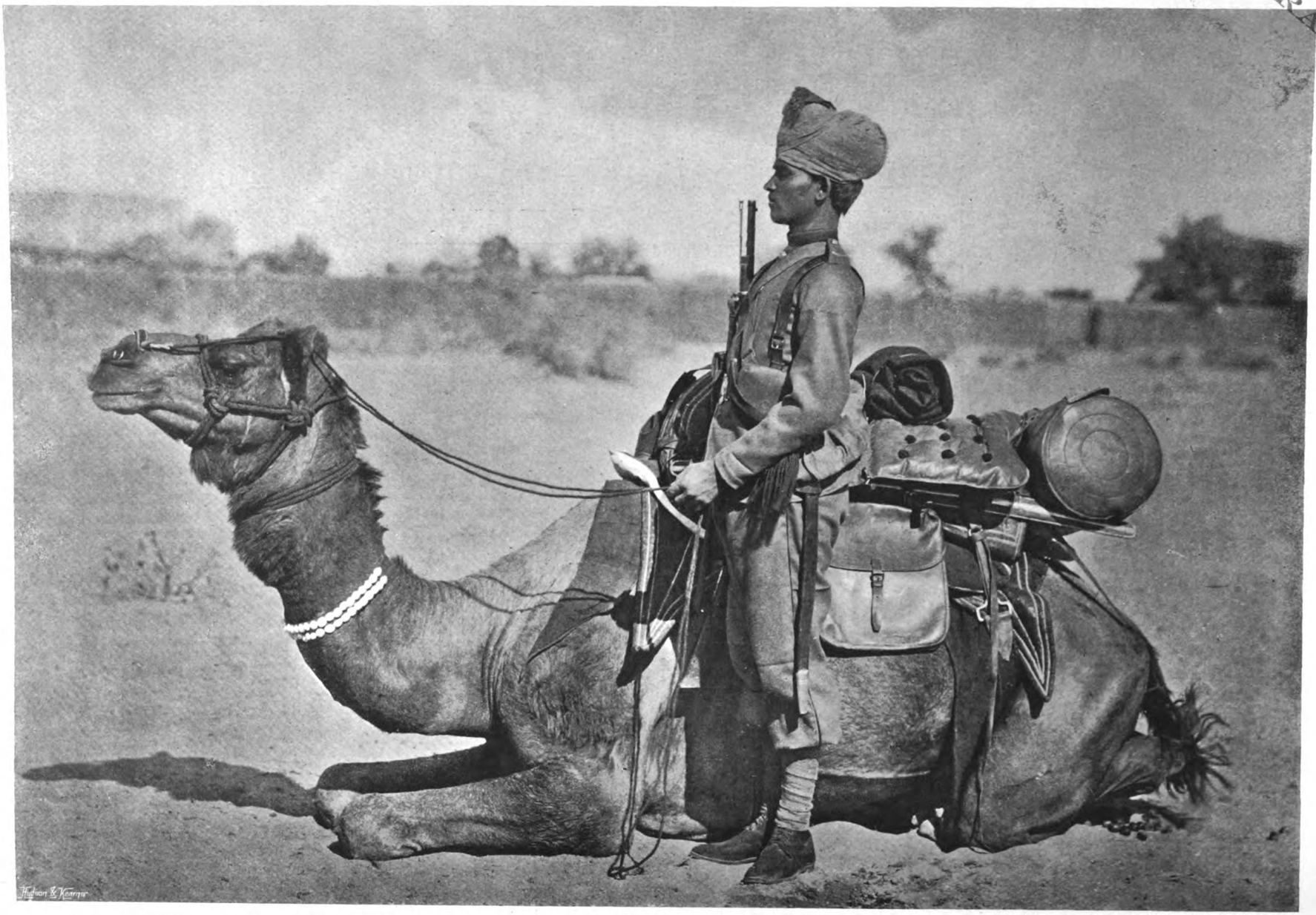
A DESERT CHARGER.



HAVILDAR AND CAMEL OF BIKANIR INFANTRY.

Some time ago we presented our readers with a portrait of the officers of His Highness of Bikanir's Imperial Service Cavalry. Above we show another type of the very efficient army which will represent Bikanir at Delhi at the Proclamation Durbar. His Highness's country is one peculiarly suitable for the use of camel transport, as it contains vast stretches of sandy desert. Two soldiers are carried by a camel, and a camel with its load forms a very compact unit, for the same animal who feeds himself carries not only the fighting men, but their arms, ammunition, camp equipment, and commissariat.

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THE SEA-POWER OF THE NATIONS.

A RECORD OF POLICY AND PROGRESS FROM WEEK TO WEEK.

By JOHN LEYLAND.

BATTLE-SHIPS IN THE HAMOAZE.

WHEN changes that are radical, or even revolutionary, are made in the system of training Naval officers, it is no more than natural that misgiving should arise in the minds of many. They have witnessed the admirable fruits of the methods of a former time—are they not written plainly on the face of our Naval history?—their own most cherished associations are bound up with the system of earlier years, and they do not take kindly to the new and strange. There are some even among them who would cling to the ills we have rather than fly to those we wot not of. The old methods of Naval training have given us a race of officers whose qualities have been a wonder and an inspiration. Those qualities resided chiefly in the attributes of personal courage, readiness of resource, instant grasp and swiftness of decision, fearlessness of responsibility, admirable promptness in action, and more than all in the power of commanding men. There was little of the merely scholastic, no atmosphere of the class room, no smell of the midnight oil. They were qualities gained in the open air, in the salt wind of the sea, in much work in youth in commissioned ships, in the execution of responsible duties, and in a great deal of independent boat work, involving the command of seamen.

But it would be idle to ignore the fact that the revolution in things material has made needful and imperative a change in personal things. The warship which has become a box of machinery is a different thing entirely from the old ship of the line of battle. The problem that engrosses every mind is how to retain all that was good in the former system with the essentials of the new, to graft a new life and a new growth upon the sturdy oaken tree. The new plans come to us with a suspicion of the academic. Can they bring out all those qualities which have not their root in the schools? Now this is the question to which an answer is being sought, and never was a graver Naval problem set before any man or any body of men. We may certainly take confidence, because the new scheme has been laid down by those of large and extended experience, who have not taken up the question lightly, but have been impelled thereto by necessity and a sense of duty. The Admiralty Board certainly does not contemplate the making of incompetent officers. It would never do to have our officers students only or students chiefly. Their qualities must still be found in action and in the practical duties of their profession. They must be able, for example, to dock and manœuvre their ships in close quarters, and not be appalled by the sudden incidence of responsibility.

When Foley, in Aboukir Bay, led in between the French fleet and the shore, barely clearing the jib-boom of the "Guerrier," while he poured in a terrific broadside and brought up abreast of the "Conquérant," an example of seamanship was given that was glorious, but that does not stand alone. There was quick comprehension and perfect knowledge, but no precipitation—in a word, essential command of action. Brueys, the French admiral, amazed at the bold movement, was convinced that the British ships must have experienced pilots on board. Mr. Hannay has lately shown in these pages what were the greatness and originality of Hawke, at an earlier period, in accepting the risk and attacking in Quiberon Bay, on a dangerous coast, in perilous circumstances, on a November afternoon, and in a gale. How many times in the close blockades did our officers stand in to the lee shore of the enemy, only beating off to escape the threatening storm! These qualities came from the confidence bred through handling ships individually and afterwards in squadrons. They were not extinguished by the advent of steam. They brought out a tone of fearlessness that measured advantages against risks, as in Farragut, when he went into Mobile Bay saying "D——n the torpedoes!" Admiral Dewey was ready to run risks of a like kind when he entered Manila Harbour. They were qualities that imparted a power of readiness in eventualities, such as recently brought the "Hood" from Malta to Devonport without a rudder, steered only by her screws.

Little that is academic can be traced in all this. It was the outcome of training and education afloat in service conditions, which is a very different thing from instruction that is scholastic. This may impart knowledge; it is the business of the other system to train the young officer in such a way that he knows how to use knowledge. First to instruct, and then to educe, seems to be the purpose of the Admiralty; let us hope that purpose will be completely achieved.

We have sometimes had brought before us by eager reformers the system of training United States officers, as showing excellent results in conformity with modern conditions. It would appear, however, that the American system fails exactly in producing these high qualities to which I have referred. Lieutenant-Commander John Hood, United States Navy, an officer whose opinions upon questions of Naval training are valued, lately communicated to the United States Naval Institute a paper, in which he said that there could be few officers in the Fleet, of even moderate length of service, who had not at some time in their career seen even the commanding officer of a ship turn over the responsibility of handling her to a pilot, with a sigh of relief, and this in harbours and channels not especially difficult to navigate. He avers that the fault lies in following a system under which an officer may pass his life without ever having been allowed to give the order "Starboard" or "Port" of his own volition, and partly in a misconception of the relative value of things on the part of the authorities. "So long as the denting of a side-plate on a dockage, or the grounding of a ship in a channel way, is held by the authorities as something approaching crime, just so long will men, made timid by lack of practical experience in youth, be yet more timid when called on in mature life to shoulder responsibilities with a court-martial hanging over their heads for matters of little true moment." We have not so far erred in this way. Indeed, it would not be difficult to cite instances of the lenient treatment of an officer who has suffered mishap in handling his ship in circumstances in which legitimate risks were involved. The training of youngsters has been invaluable to them, and they have been in command of torpedo-boats at an age which astonishes those acquainted only with the tardy production of like qualities in youths ashore. A military officer of long Indian and South and West African experience lately told me that if he had a boy he would certainly put him into the Navy, because there he would receive the best training the world could provide.

Lieutenant-Commander Hood thinks no candid critic can deny that United States officers are wanting in indispensable knowledge and experience, and he chiefly blames a system—or rather lack of system—of training which rarely permits an officer to handle a ship of any kind until he has attained command rank, and leaves him during the best years of his life to pick up such crumbs of experience as he may. Now the Admiralty, I am convinced, has no thought of taking away from the young officer those admirable opportunities for forming his character as a Naval man what he has so far possessed. If such a result should ensue from the effort to combine too much, the circumstance would be deplorable. Undoubtedly very big questions are involved, and it is easy to criticise, as Lord Selborne said last July in the House of Lords. The critic has the advantage of the Board of Admiralty, because there is no difficulty in

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discovering anomalies in the system of Naval training. He declared that the very greatest care should be taken not to mar the conjunction of those elements of a boy's life which make for the formation of character. This is the very point I have wished to enforce to-day—the vital need of giving the young officer all these qualties of readiness, resource, decision, and command, which are most valuable in the Naval character.

Happily, in discussing the Admiralty plans, we recognise them as authoritative, and remember how the First Lord told us that, when the announcement should be made, the changes would be the result of careful and prolonged study by the Admiralty, and that the decision had not been excited by the *pronunciamento* of irresponsible bodies who, just before the scheme was announced, might issue their views to an "expectant world." I observe that in certain quarters such views have been expressed, just as Lord Selborne foretold. Nevertheless, no popular clamour, no journalistic agitation, has brought about the changes now to be introduced. They are the outcome of the new conditions of modern times, and the Admiralty Board deserves high praise for the courage and understanding with which it has approached a most difficult and complex question. The evolution of the new system, the manner in which the youths are trained, the opportunities they receive, should all be watched with exceeding interest and zealous attention by the nation at large. The change is vital to the welfare of the Navy, and nothing that concerns this primal element of power can be indifferent to the nation and Empire which the Navy guards.

JACK AND JILL A HUNDRED YEARS AGO.

THE "Old Navy," as it is sometimes called, is dead and gone, passed all away, and new men, new ships, and a new order of things altogether have come into being in its stead. Yet has the modern Navy such a hold—can it ever, indeed, have—on the affections of the nation at large as had undoubtedly the old?

One very notable proof of the intimate fondness for the Sea Service that our fathers of old had is shown in the old Navy pictures of ships and of scenes of Naval life, in which during the latter half of the eighteenth century in particular the print shops of London and at all our great seaports abounded. They literally numbered thousands, and some of the most skilful artists of the time found it pay to draw them. Where are they now? It is a known and recorded fact that thay existed, yet nowadays only occasionally are rare examples to be met with.

Such as these last are, at any rate, their value as historical "documents" is to us of to-day invaluable. No doubt the influence of Hogarth and his school and the tendency of the age was to pose everybody more or less in attitudes of caricature, but for all that it so happens that the costume details of the drawings in nine cases out of ten are correct and authentic. They are proved so in fact by existing official orders, memoranda, and regulations on the subject.

The picture, for instance, that we publish here is one of the most interesting, and it is also of a real value, for it shows how the men when Nelson was a captain really dressed, and what they looked like to the life. The black silk neckerchief of the sailor that we see, in its way links the old school with the modern Navy, for it is worn exactly as shown by the picture in the Fleet to-day. Note, too, the ribbon on the shiny waterproof hat, and the coat itself with its many pearl buttons, a favourite vanity with the Old Navy salts. Correct, also, is the rest of the costume, down to the smart buckle shoes.

Another set-out to be noted is the cut sleeve of the jacket, a well-known feature of the man-of-war's man of fashion in the days of the Old Navy. To complete the picture and give a touch of colour, here is such a scene in which the sailor lad depicted might well have had a place.

A MAN-OF-WAR TOWING A FRIGATE INTO HARBOUR.

(From an old Print by Carington Bowles, dated 1781.)

It was at Falmouth, about the year 1795, when Sir Edward Pellew's famous "Saucy Arethusa" was the flyer of the cruiser squadron of the day, the celebrated "Western Squadron" as it was called. "There would be sometimes," relates an officer of the time in his autobiography, "a dozen men-of-war's boats at the Falmouth quay at the same time, including the barges for the commanding officers, and the cutters, gigs, launches, and jolly-boats on duty; the boats' crews mostly dressed in dashing marine trim, with blue jackets and trowsers, and bright scarlet waistcoats overlaid with gilt buttons, in winter; and striped guernsey frocks and white flowing trowsers in summer." As their wives and sweethearts belonged to the port, the best conducted would be permitted to walk and talk with their friends while waiting, so long as they did not go out of sight. Who can doubt that our gay young Jack with his Jill represents just such a phase of the Naval life of the period, and that the artist has merely depicted a scene which was customary at the seaports in the end of the eighteenth century.

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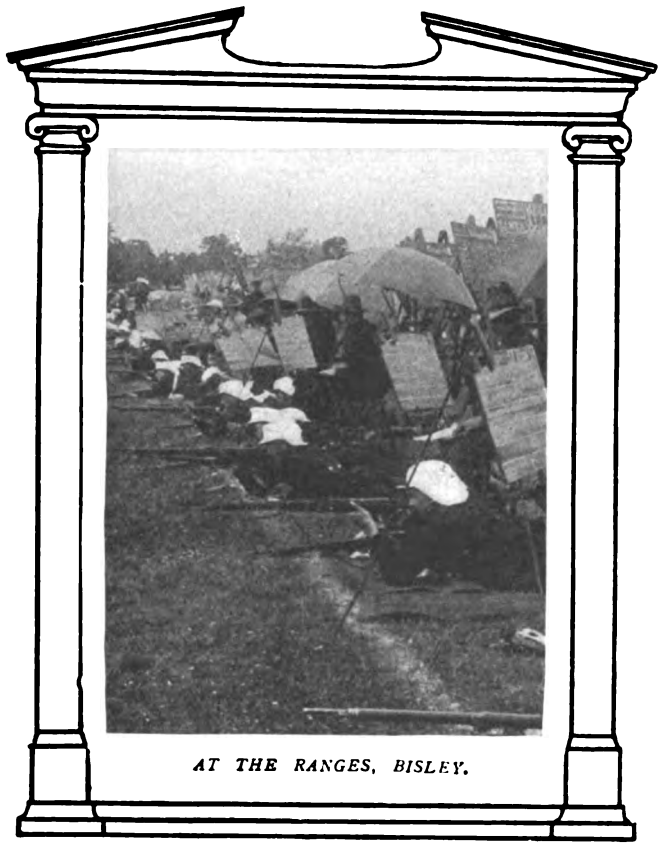
DEFENCE, NOT DEFIANCE

By TRAINBAND.



AT THE RANGES, BISLEY.

WITHIN one week in the early part of this month the names of no less than 113 officers of Volunteers appeared in the *Gazette* as having resigned their commissions. Even when full allowance is made for the fact that some few of these retired under the age clause, or on completion of their term of command, and that a certain number of fresh appointments were notified, the diminution still remains very marked. It is not improbable that the "Volunteer Crisis" boom of a few weeks ago considerably exaggerated the danger of the extinction of the Force. At the same time, there is little doubt but that it is passing through a critical period of its existence. Major-General Sir Alfred Turner, the Inspector-General of Auxiliary Forces, has on several occasions referred to the matter. At Nottingham, quite recently, speaking of the Volunteers, he said that though they were over 2,000 officers and 73,000 men short of the establishment, they were still by far the strongest numerical military force at the disposal of the Government. Sir Alfred then expressed his opinion that the conditions to which so much objection was made had been sufficiently modified to be carried out by Volunteer Corps. And really, when the requirements are considered with unbiassed mind, there is every justification for arriving at such a conclusion. The outcry in connection with the first issue of the new regulations and the natural abatement of the war fever, are most probably the two causes which have chiefly contributed to the decreasing numbers. But these seem hardly sufficient to account for so marked a diminution.

It will be convenient to consider separately the shortage of officers and of men. As has just been said, the shortage of officers amounts to over 2,000, and the *Gazette* nearly always shows that resignations are more numerous than fresh appointments. How to attract men of the right type to take commissions in the Volunteer Force, therefore, is an increasingly serious difficulty. There are of course a certain proportion of such to be found in the Force, men both professionally and socially fitted to hold the King's Commission. But these must possess a marked natural inclination for soldiering, which has been able to find an outlet in the Auxiliary Forces only through their particular circumstances. It is impossible, however, to expect to entirely fill so many existing vacancies with what may be termed instinctive officers. But there are plenty of gentlemen of sufficient means and leisure who are capable of being turned into very useful officers, but who have simply never thought of adding Volunteering to their list of occupations. If as a class they could be made to recognise that it was not only a patriotic virtue, but even a duty, to take their personal share in qualifying themselves for really effective home defence, the commissioned ranks of the Auxiliary Forces would rapidly increase. The expenses which an officer must necessarily incur are often mentioned as an obstacle which prevents suitable candidates from applying for commissions. In a certain number of cases it may be so, but the outfit allowance and the pay issued while at a school of instruction go a long way towards covering the initial outlay. In some instances it is to be feared men take Volunteer commissions from a vague idea that they will gain socially by doing so. They probably soon find that they are mistaken, and even were they not, those who join merely with such a motive could not generally be deemed acquisitions to a regiment. It is, however, the rooted opinion of a good many men of the before-mentioned desirable class that they would incur rather a loss of caste by becoming Volunteer officers. This is unfortunate, for even in these democratic days class prejudice has still a good deal of influence on the average individual.

Citizen Soldiers in Town and Country.

As has been seen, a variety of reasons for the paucity of Volunteer officers can be assigned. One of many correspondents considers the solution of the problem obvious and simple. He asserts that an announcement from the Government that it intended for the future to keep the Militia strictly up to its establishment is all that is necessary, and adds that there are two classes of men who ought to join the Volunteers, but who do not: 1. The average business man who wants to do his duty to the State but does not see his way to do it under present conditions. 2. The idle man (especially of the upper classes) who can find time for hunting, shooting, fishing, golf, badminton, etc., but will not do anything that appears to him to be "not good form," and is too lazy to do anything in the shape of work unless he is obliged. That these men would join the Volunteers in large numbers if there were any well-defined notion that they risked being drawn in the Ballot to make up any deficiency in numbers in the Militia regiments of their respective counties is certain, and having joined, no doubt good officers and men could soon be made of them, or others (as there would be no lack of applicants) substituted for them.

In former days, before the Volunteer Force had reached anything approaching its present standard of efficiency, the incompetency of officers was not unfrequently asserted to be its most apparent weakness. There was probably at the time some justification for holding such a view, especially as many of the senior officers had not graduated properly in the junior ranks. In fact, it was sometimes stated that military knowledge was usually in inverse ratio to a Volunteer officer's rank. It reminds one, indeed, of the following story at the expense of American military titles recently told in the States. Some years ago a traveller in a country district stopped to converse with a farmer who had a considerable number of men at work in his hayfields. "Most of these men are old soldiers," said the farmer. "Indeed! Are any of them officers?" "Two of 'em. One of 'em there was a private, and that fellow beyond was a corporal, but the man beyond him was a major, and that man away over in the corner was a colonel!" "Indeed! And are they are all good men?" "Well," said the farmer," "the private is a first-class man in every way, and the corporal is pretty good, too." "But what about the major and the colonel?" "The major's only so-so," replied the farmer, with some hesitation. "But the colonel?" "Well, sir—well, I aint a-goin' to say a word against no man who has been a colonel in the American Army, but I've made up my mind to one thing—I aint a-goin' to hire any brigadier-generals." The reproach as regards our Volunteer officers has by now, however, been almost entirely removed. It cannot be denied that there are some incapable officers, but on the whole they possess far more military knowledge and skill than might reasonably be expected; and as the standard is ever being raised, with the general approval of the commissioned ranks, the Volunteer officer can no longer be regarded as a suitable target for cheap witticism.

As the cases are not altogether parallel, the depletion in the rank and file of the Force will be considered on another occasion. Meanwhile, it will not be irrelevant to refer to some observations regarding the Volunteer system as they are given in a scheme of home defence which has recently been submitted to us. The author of this scheme energetically inveighs against the waste of money which is invariably expended upon uniform. So far he has much reason on his side, as it has always seemed to us that the amount spent upon uniform is far greater than it need be. It must not be forgotten, however, that uniform is a fairly potent factor in stimulating recruiting. Like bands, commodious headquarters, and many other things, it certainly is not

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necessary, but it is feared that if these attractions be withdrawn, so surely will recruiting become slack, and that battalions will be unable to be maintained. Some lessening of the amount usually spent upon clothing a corps might, nevertheless, be well effected. In the home defence scheme now under consideration it is proposed that the money saved by the abolition of uniforms might be devoted to the construction of strategical railways, as well as subterranean strategical telegraphs and telephones throughout Great Britain. There is certainly room for advance in these last-named items; but allusion is made to existing fortifications in such terms that it is apparently sought to enclose the island in an uninterrupted circle of entrenchments and works. It is obvious from this, and, indeed, it is definitely so expressed, that it is thought the Navy is not a sufficient defence in itself. This opens up a question into which it is not now proposed to enter, though it must be admitted that the *raison d'être* of the Volunteer Force would naturally seem to be to resist invasion where an enemy had contrived to overpower or elude the Fleet.

MILITIA TRANSPORT WAGGONS ON SALISBURY PLAIN.

ROUND THE MILITARY CLUBS.

What Soldiers are Thinking, Saying, and Doing.

By RANGE-FINDER.

AS the sittings of the Royal Commission on the conduct of the war in South Africa are in private, little is known as to what is passing before the members of the Board chosen to formulate an opinion. It would be interesting to know what evidence and what opinions will come before them with regard to the Army Contracts in South Africa, of which we have heard so much. It is understood that the working out of these contracts was attended with considerable knavery, and one constantly hears cavilling at the huge fortunes which have been partitioned by the majority of the contractors.

That large fortunes were amassed by fraud during the war there is little doubt; in fact, few soldiers who were in a position of trust during the struggle in South Africa did not find evidence of this fraudulent appropriation of the taxpayers' money. But I am inclined to take the view that while it might have been very much worse, yet the co-operation of the civilian element has been purchased cheaply at the price of the millions which the contractors' books have written off as profit.

Take, for instance, the case of the firm of which Mr. Julius Weil was the head. I have no knowledge of the amount of profit which the members of this firm have divided over the war; but even if it has crept into millions, the acquisition of their co-operation has been cheap at the price. It will be remembered that they took up the transport question for the whole Army. Now, when it became evident that the original Army Corps which was destined to quell the Boer aggression would not be sufficient for the work imposed upon it, that it would be necessary to employ a force at least six times as large, the transport question became a matter of the gravest import, and one which the military authorities, without the lively co-operation of civilian interest, could not have coped with. Think then what labour, time, and anxiety were saved when a firm stepped forward prepared to undertake the whole onus of the work. Studying the situation on its broad issues, the work has been done splendidly by the contractors. That there have been petty and fraudulent pickings by subordinates is doubtless true, but that has nothing to do with the main contract. The Army system did not possess the machinery with which to cope with the situation when it became alarming. A few millions was a cheap price to pay for this machinery ready-made. One has only to compare the work of our contractors with that of the men who supplied the army during the Russian War, or with the civilian enterprise which co-operated with the French army in Madagascar, to realise how much we have to be thankful for.

Nor is it fair to associate the petty thieving which took place during the campaign with the big contractors. Firms which have many millions at stake do not go in for this kind of peddling. I am assured that there was far more thieving and dishonesty with regard to the transactions effected by certain officers of Colonial Corps and Cattle Guard Regiments than by even the subordinate agents and servants of the large contractors.

It may interest readers to know that during the later stages of the war Lord Kitchener instituted a service, under capable officers, for the salvage of Government stock. I wonder if the records of this service will ever find their way before any Royal Commission. They will not come before the present one, as their work is to finish with Lord Roberts's share of the campaign. But they should contain astounding revelations. I was told at the time that during the first month of its existence, long before it got into real working order, this service recovered nearly £100,000 worth of Government stock. Nor was all this stock in the possession of Government contractors. Not by any means. Nor was the peculation confined to the officers of Colonial Corps. Dignified members of the British Services were found to have developed an enterprise in commandeering speculation. In fact, one of the first culprits brought to book was said to be an officer in the Medical Corps.

But it is not my intention to trouble over these details; suffice it to say that immense sums were realised by the salvage of Government stock from the possession of those who had no right to detain it. Many amusing stories are told with regard to this wholesale thieving which took place under the cloak of war, especially when the cattle-lifting corps were raised. These corps were composed of Colonials, usually South African, and it was their business in life to capture cattle from the enemy. Such cattle as they brought in was valued at an upset price, and they received a percentage on the valuation. For a long period they earned high wages, and troopers often found that they had £50 to £100 due to them after a month's foray. It was then discovered that the men, as soon as they left the British outposts, doffed their recognised British uniform, and, masquerading as Boers, collected all the cattle from the Kaffir kraals in the neighbourhood. Having collected in this manner a mob of about 500 beasts they returned to headquarters after redecking themselves with the uniform of their corps. Another system of fraud worked for some time. The colonel and officers of a Colonial corps with a high-sounding title were always drawing remounts, and were as constantly badly mounted. It then struck a Remount officer that a very good class of animal was being used in Johannesburg in the cab traffic. Commandeering was commenced, and it was then discovered that the whole of the cabs in the town—or a very large proportion of them—were run by a syndicate consisting of the officers of the Colonial corps with a high-sounding title. The majority of the best remounts had gone to increase the dividends of the shareholders. Cabs at this period were plying at 7s. 6d. an hour. A closer investigation also brought to light the fact that the said syndicate fed its stable on Government ration corn. Of a truth Lord Kitchener was not ill-advised to institute his salvage service.

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Some information has come to me through a private source. It now transpires that about a month ago bubonic plague broke out in the native portion of the camp preparing for the Delhi Durbar—the Delhi Curzonation as it is termed in India. Hitherto I have seen no mention of this in any paper, but it is nevertheless the truth, as the evidence I have is first hand and unimpeachable. To make matters worse, plague is in a bad way in India just at present, because the serum which has been supplied for the purpose of inoculation has gone wrong. By which I mean it has gone wrong in bulk. It will be interesting to see how this will pan out—if the Government of India will be able to keep it quiet and the Durbar will take place with the plague raging unknown in its midst, or whether it will be stamped out in time, or, increasing, stamp the Durbar out. But they have got used to plague in India; it has now been with them for the last six years, and from what one has heard would seem to be likely to stay. Nevertheless great enthusiasm exists at the Durbar, and I am able to give you a sample of the loyalty and working of the Oriental mind in two dinner menus designed by an English-writing butler for the officers' mess of a regiment now at the Durbar taking part in the pageant.

DINNER.

SOUP.
Mulucktani.
ENTREES.
Chicken Firkisi.
JOINTS.
Corn Hump.
SECOND COURSE.
Califlower au Graten.
POODING.
Lemon Tatlets.

May long life of the King.

DINNER.

Hares Pea Soup.
ENTREES.
Roast Pea-hen.
JOINTS.
Al-bles-Game-Pie.
SECOND COURSE.
Anchovy Poached Eggs.
POODING.
Nilgree Pan Cakes.

May the King always be Healthy.

A ROYAL INSPECTION.

HIS MAJESTY CHARLES I., King of Portugal and Algarves, K.C., during his recent visit to this country, could not, of course, return without seeing and inspecting the regiment of which he is colonel-in-chief, a position which he has held since February, 1901. Therefore he paid a visit to Chatham with the special object of inspecting the 1st Oxfordshire Light Infantry. Large crowds assembled at Chatham Railway Station to witness his arrival; and outside the station, and also along the line of route a very military reception awaited His Majesty. A guard of honour, composed of men of the Royal Engineers, under Captain Pyke, together with the band of the corps, were drawn up in anticipation of the arrival. There was also a squadron of the 1st Royal Dragoons, who had come from Canterbury to act as an escort to the Royal carriage. The streets from the station to Chatham Barracks were lined by Royal Engineers and Royal Marines, and flags were displayed in honour of so distinguished a visitor.

On his arrival King Charles, who was wearing the uniform of colonel of the Oxfordshire Light Infantry, was received by Major-General Sir T. Fraser, who introduced His Majesty to Vice-Admiral Markham, the Commander-in-Chief at the Nore, Admiral-Superintendent Craigie, and several other of the chief officers of the Thames District Staff. The Mayor and Corporation of Chatham were also introduced. His Majesty received the Mayor's address of welcome with a smile of pleasure and a gracious bow. He afterwards inspected the escort and guard of honour, after which he entered the Royal carriage and left the station amid loud and hearty cheers.

The inspection, which took place in the square at Chatham Barracks, was not blessed with very brilliant weather, but the brightness lacking by the absence of sunshine was supplied by the smart appearance of the men, who had been served out with their new scarlet uniforms in place of the rather worn khaki ones in which they had returned from South Africa. The men numbered some 600 and were under the command of Lieutenant-Colonel Hon. A. E. Dalzell, C.B., whilst the ground was kept by men of the 12th Provisional Regiment, composed of Scottish Rifles and Connaught Rangers.

As soon as the Royal Procession arrived the Portuguese flag was hoisted at the saluting point, while the band of the regiment played the Portuguese National Anthem, the men meanwhile giving a general salute. On alighting from his carriage, King Charles was received by Colonel Dalzell, and, accompanied by this gallant officer, proceeded to inspect the battalion. Lord Roberts, who appeared to be keenly interested in the proceedings, followed in the rear. At the conclusion of the inspection a hollow square was formed by the troops, and King Charles addressed them from the centre, saying he was proud to be Colonel-in-Chief of the regiment, and referring in words of praise to the manner in which they had behaved during the arduous campaign in South Africa. He concluded by proposing three cheers for King Edward VII., and himself led the cheers, which, of course, met with a most hearty response. Colonel Dalzell in replying thanked His Majesty for the honour he had done the battalion, and for his gracious words of praise. He also referred to the time when the Oxfordshire Light Infantry had fought shoulder to shoulder with His Majesty's soldiers during the last century, and assured His Majesty that they would rejoice should the time ever come to again fight side by side with those gallant soldiers of which King Charles is at once Sovereign and Supreme Commander. A call from Colonel Dalzell for cheers for the King of Portugal was most enthusiastically responded to.

Photo. Copyright. *J. Graham.*

IN THE DOORWAY OF THE MESS-ROOM.

The King of Portugal, with Lord Roberts, Lieut.-Gen. Kelly-Kenny, and other officers were photographed just after lunch.

After luncheon, at which a great number of notable officers attended, His Majesty returned to the station, where a guard of honour of Royal Marines was drawn up, whilst the Royal Artillery fired a Royal salute, both on the arrival and departure of the most distinguished visitor.

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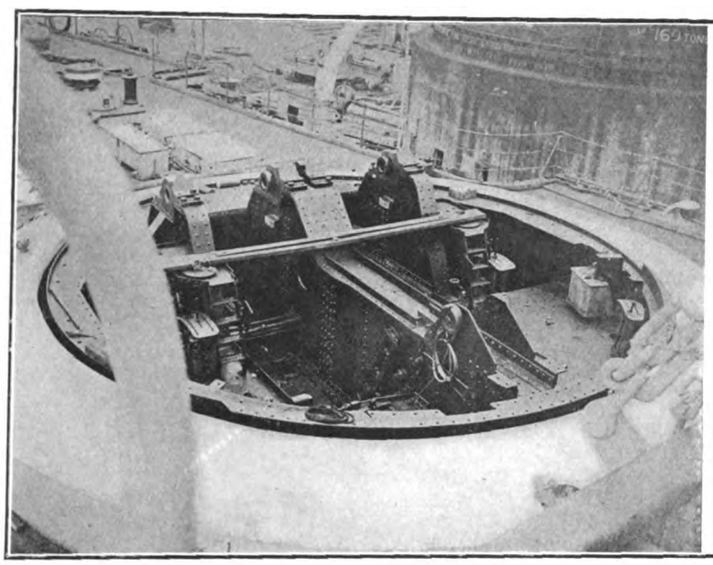
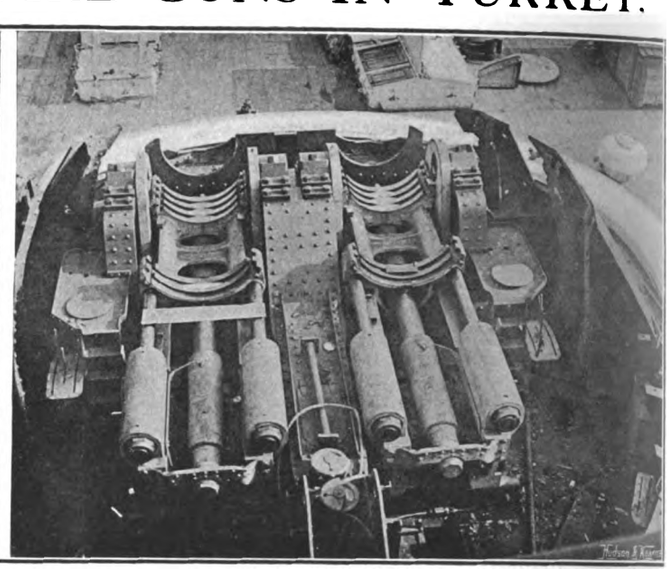
MOUNTING OF 12-in. WIRE GUNS IN TURRET.



SHOWING SKELETON OF TURRET.
Ready to receive the gun slides.



THE GUN SLIDES IN POSITION.
Observe the running in and out cylinders.

WE illustrate here the several stages of mounting the 12-in. wire guns of one of the latest battleships of the "Formidable" class. The first illustration shows the construction of the bearers which carry the trunnions for the slides. In heavy mountings such as these the gun is fixed in the slide, and when elevation or depression is required the rear end of the slide itself is moved in the vertical plane by a hydraulic ram. The whole system of gun and slide pivots about the trunnions, which can be clearly seen in each of the first three illustrations.

If the second and third pictures are looked at together, the manner in which the gun is secured in the slide is very clearly seen, the rings or collars of the gun fitting into the grooves of the slide. The second picture also shows how the recoil of the gun is taken up. The two outer cylinders absorb the recoil on firing, and the middle one of the three runs the gun out again. On the left and right are the platforms on which the captains of the guns take their stand, their heads coming up through the sighting hoods shown in the fourth illustration. Under their hand is a "pistol grip" (not shown). By moving this to the right or left the turret is trained by hydraulic power to the right or left. By raising or lowering this same "pistol grip" the guns are given elevation or depression, and, finally, by pulling the trigger beneath it with one finger either gun or both can be discharged at will.

Just below the sighting platform can be seen the levers which run the gun in and out or elevate and depress its muzzle, whilst in the rear can be seen the levers for working the hydraulic rammer.

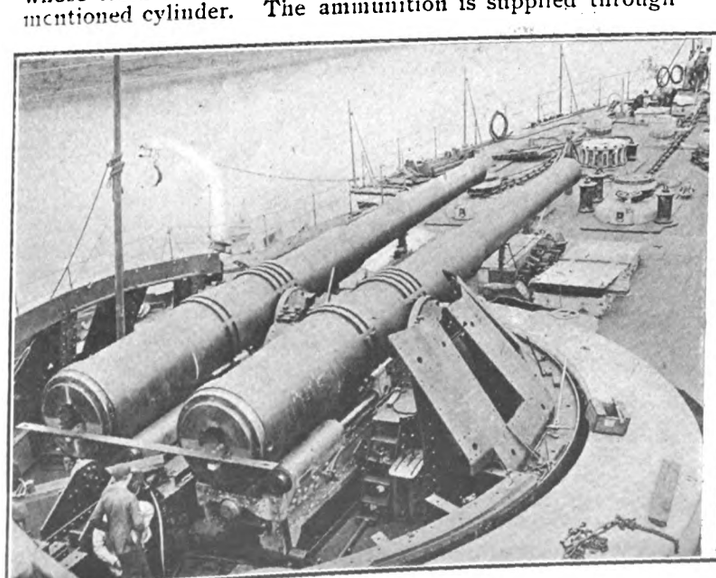
The whole of the guns and their mountings may be considered as being placed inside a steel cylinder, the lower edge of which rests on rollers. Training is accomplished by a hydraulic engine working a vertical shaft and pinion, whose teeth take in a rack on the lower end of the above-mentioned cylinder. The ammunition is supplied through a central hoist or trunk, which can be worked whilst the turret is revolving or is in any position.

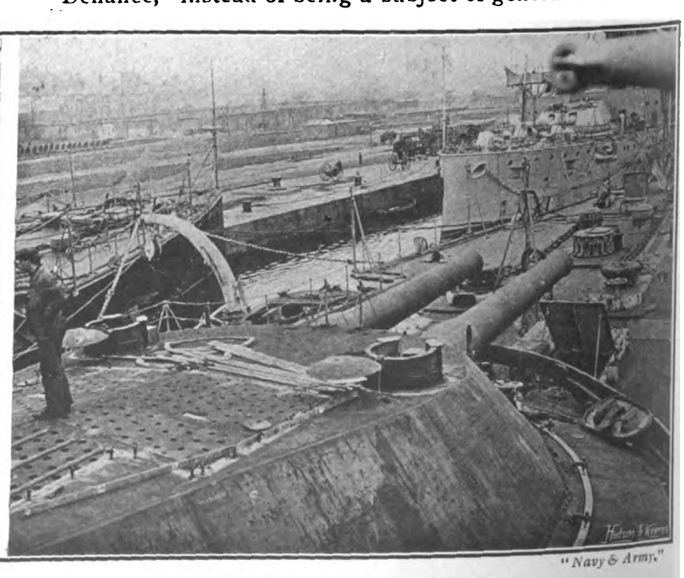
The breech of the guns is opened by hand, and the projectile is entered and rammed home by means of a hydraulic rammer. The cordite charge follows, and the breech is closed by hand. Loading can take place in any position of the turret, and the guns can be fired either by electricity or by percussion at will.

The third and forth illustrations show how the armoured protection is built on over the guns, ventilation being provided at the breech end of the guns to permit of the escape of any gases which may find their way into the turret when the breech is opened to reload. The rate of fire of these guns is extraordinarily rapid when the weight and size of everything is taken into account. The "Formidable," in her trials, starting with both guns empty, got off ten rounds in 4-min. 56-sec., or one round per minute from each gun, and the men employed were comparative strangers to the mechanism. During prize firing with this type of gun the time per round generally works out at about 50-sec. for a smart gun's crew.

The guns themselves are 41-ft. long, weigh 50 tons, and have a bore of 12-in. diameter. Their charge is about 210-lb. of cordite, and the projectile weighs 850-lb. The muzzle velocity is 2,500-ft. sec., and penetration at 3,000-yds. 13-in. of Krupp steel.

The next few years will possibly see great changes in the method of working heavy guns. Foreign nations generally have given up hydraulic mechanism in favour of electrical gear. No doubt we shall follow suit, as electric motors are already being tried in the revolving casemates of the new cruisers. Electricity has some very great advantages over steam and hydraulics, especially in the matter of weight and reliability when worked by competent men, but the truth in the Navy is that electrical knowledge is entirely in the hands of the torpedo experts from the "Vernon" and "Defiance," instead of being a subject of general education.





"Navy & Army."

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THE GUNS IN POSITION.
Observe how the collars hold them in the slides.

THE COMPLETED TURRET.
Observe the sighting hoods and ventilators.

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THE ROYAL IRISH CONSTABULARY.—II.

By WILLIAM HARDING.

MR. C. W. LEATHAM.
Commissioner of Police, Belfast.

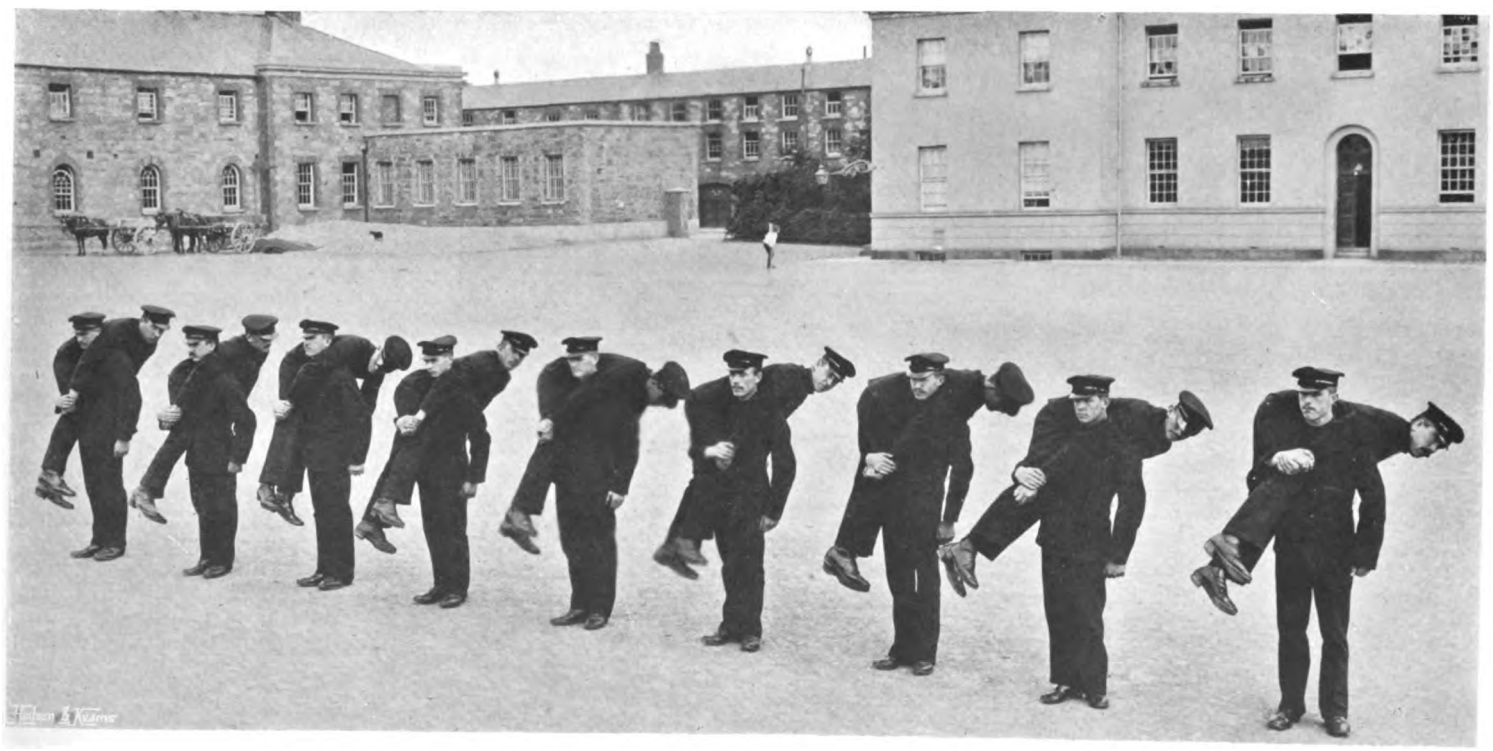
DISTRICT INSPECTOR HETREED.
Chief Instructor of Police.

DISTRICT INSPECTOR YATES.
Commanded R.I.C. Mounted Contingent Coronation Procession

THE prospects of Constabulary officers are not confined exclusively to their own corps. In Ireland, owing to political peculiarities, there are a large number of stipendiary magistrates, whose salaries range from about £400 to £700 per annum. District inspectors have long been accustomed to regard their appointments as a legitimate road to the magistracy, and many of them have distinguished themselves in very difficult circumstances. Probably the most brilliant Constabulary career on record is that of Sir David Harrel, whose portrait appears on the frontispiece. Sir David entered the service as cadet in the year 1859, and served as district inspector for twenty years. He was then appointed resident magistrate, and was stationed in the troubled districts of the West during the worst period of agrarian trouble. Those were the stormy days when Mr. Parnell and his colleagues were imprisoned; when they issued their celebrated No-Rent Manifesto; and when Lord Frederick Cavendish and Mr. Burke were assassinated in the Phœnix Park. During the four years of his magistracy Mr. Harrel won the greatest respect from all classes of the people, including those to whom it was his duty to administer justice, for, in addition to a judicial mind, Sir David possesses an exceptionally large fund of tact and common-sense. When the Chief Commissionership of the Dublin Metropolitan Police became vacant he was appointed to command, and was subsequently raised to the high office, which he still holds, of Under-Secretary for Ireland, Principal Adviser to the Irish Government, and Chief of the Permanent Staff of the Executive. His two sons are following in the footsteps of their distinguished father, both having graduated in the Constabulary, and from which they have been promoted, one to the Assistant Commissionership of the Dublin Police, and the other to the Resident Magistracy. Sir David Harrel is still in his prime, and his vigour unabated, despite the constant and trying nature of the duties of his responsible position.

Another officer who distinguished himself in the Irish magistracy is Mr. Heffernan Considine, Deputy Inspector-General of Constabulary, whose portrait appeared in our last issue. Mr. Considine, who is a deputy-lieutenant for the county of Limerick, reversed the usual order, and began his official career as a resident magistrate. For distinguished service he was on various occasions accorded the thanks of both the Irish and British Governments. His particular duty in the Constabulary Office is to deal with political crime in the country, and report concerning the same for the information of Government. Another distinguished ex-Constabulary officer is Sir Henry Arthur Blake, G.C.M.G., Governor of Hong Kong. Sir Henry served as a Constabulary officer for seventeen years, and for eighteen as resident magistrate. Since then he has been successively Governor of the Bahamas, Newfoundland, and Jamaica.

In addition to the magistracy as an outlet for the talent of the Royal Irish Constabulary, there is a fairly constant migration to chief constableships in Great Britain. Captain Nott Bower, Commissioner of the London City Police, graduated in the Royal Irish Constablary. So did the Head Constable of Liverpool, the Chief Constables of Glasgow, Birmingham, Newcastle-on-Tyne, and other English cities. From amongst the lower ranks, captains, superintendents, and inspectors of Colonial police forces have again and again been selected. Men who began life as Irish constables are to be found occupying positions of command in the West Indies, the West Coast of Africa, the Straits Settlements, Hong Kong, and other dependencies, whilst very frequently a



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CARRYING WOUNDED OFF THE FIELD.

The Iveagh Hospital Corps in the late war was manned entirely by Royal Irish Constabulary men.

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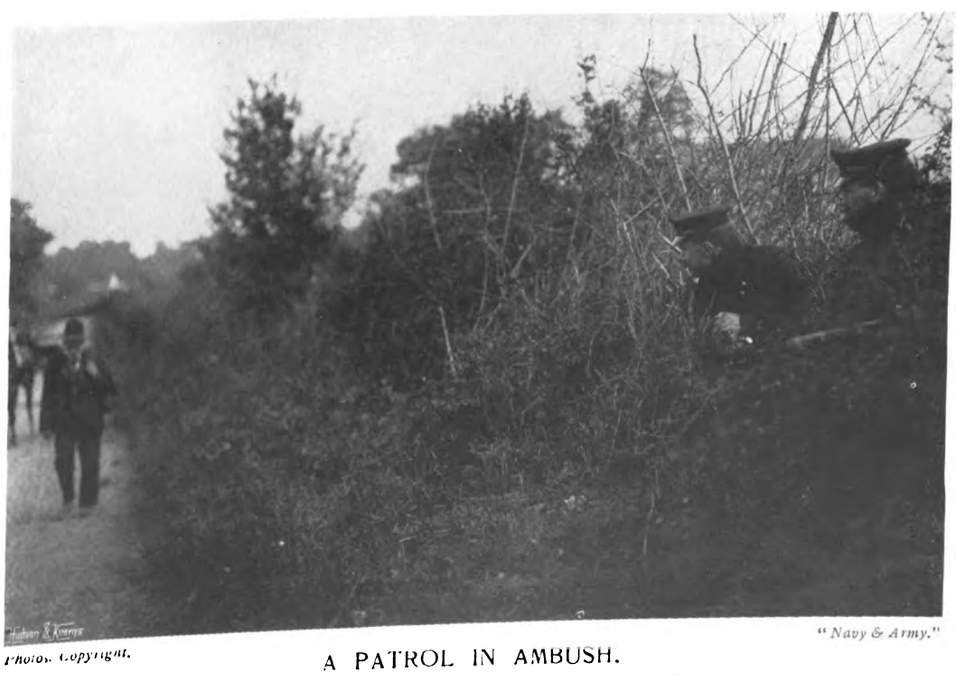
Photo. Copyright *Cogarty.*

THE FORTUNES OF WAR.

Boycotted policemen carrying their provisions.

Boycotted farmer and his son. *The parish priest, aware that the visit to church was to create a scene, closed the gate against them.*

A SCENE IN COUNTY CLARE.



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A PATROL IN AMBUSH.

Constables in disturbed district watching suspects.

coloured contingent of our Colonial fellow-subjects is to be found at the depôt undergoing instruction for service in their native countries. It is on this account that the Irish Constabulary claims to be the model police force of the Empire, and it is to be regretted that General Baden-Powell did not seek for volunteers from amongst them for his South African Constabulary. Their training has been of such a nature as eminently to fit them for duty in our new Colonies. In Ireland they live and work in a hostile atmosphere, always on the watch for political intrigue. In South Africa this will form an important part of the duty of the new police force, none of whom have had any other than a military training. A strong contingent of experienced policemen, drilled, as the Royal Irish Constabulary are, in military exercises and the use of rifles, and trained to detective duty, would be a valuable acquisition in a new and difficult country, more especially now that hostilities are concluded. What the men would like is to be allowed to carry their previous service with them, and seeing that they are already an Imperial force, and likely to be of very much greater value than raw, untrained recruits, this is a not unreasonable expectation. From the Imperial standpoint it is a thousand pities not to take advantage of a suitable opening for young and active Irishmen willing to serve the King. It is a false economy that closes the door, knowing that the tide of emigration is carrying them in hundreds to the United States of America. There is every facility available in Ireland to obtain and turn out high-class Sons of the Empire able to hold their own in any country with Englishmen or Scots. Such a scheme would immensely benefit the Home Service. Promotion would be stimulated, and a better class of recruit even than that available at present would join.

What may be called regimental pride, for want of a better term, is very strong in the Royal Irish Constabulary. The rank and file, to a man, object to be regarded as soldiers. Not that they dislike the Army, for at the depôt on festive occasions the most cordial invitations are issued by the reserve to non-commissioned officers of the regiments stationed in neighbouring barracks. But Governments have frequently held out inducements to the men to join the colours, and always without avail. Sir Henry Brownrigg, a former Inspector-General of singular ability, says on this subject: "The Force has indeed been remarkably free from a military mania. The men composing it are of a different stamp from those of the Army. They are attached to their own corps, and accustomed to its peculiar duties, for which they acquire a predilection. No attempt to recruit for the Army, even for a crack regiment, has ever been successful. The effort during the Russian War to obtain from the Constabulary volunteers for the Guards, even with the advantage of carrying with them their Constabulary service, was a failure, and was received by the men with a feeling nearly approaching to merriment." One of the inducements was a beer allowance of a penny a day; and a poetic constable, struck

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with the humour of the suggestion, composed a poem in honour of the offer of the Government, from which the following is an extract:

"Do you want recruits, your honour?
We are just the boys for you.
If you could only hook us, we're exactly what would do.
We are what they call the peelers, and a finer set of men
You couldn't find to travel round the world and back again.
We belong to the Constabulary, and you must play your cards
Much better ere you coax us for to 'list into the Guards.

"Whoever struck that ration out had very little wit,
To think a pennyworth of beer a peeler's mug would fit;
And if he was in Ireland, oh, dear! how he'd have laughed
To see a peeler drinking fourpence-ha'p'ny at a draught!
The man that did it's stationed at a place called Newtownards.
Such men, I think, would soon dry up the beer-can of the Guards."

The social side of life in the Royal Irish Constabulary presents some interesting aspects. There are many circumstances which make for happiness, but it is not all a path of roses. The regulations do not permit a man to marry until he has completed seven years' service. Many of the men think that this is harsh, and others share the cynical opinion that a wiser provision would be to forbid a policeman from marrying at all. Some of the "boys" have had the ceremony performed before the specified period of celibacy, but the price they pay is heavy. It has so far been regarded as an unpardonable offence, for in case of death neither widow nor children are permitted to participate in benefits which they would otherwise enjoy. Another regulation to which objection is made, and one, moreover, which ought to be relaxed, is that if the wife is a bread-winner she is not allowed to live in the same county as her husband, lest, peradventure, the impartiality of the officer of the law should become biassed.

Although this is very largely theory, the enforcement of the rule causes great hardship. Many members of the Force are married to school teachers, but they live at least the wholesome distance of a county away from each other. Bachelors have a fairly good time in rural districts. The majority of the younger men are cyclists, and for using their machines on duty the Government makes them an allowance. They are allowed a month's leave during the year, which is liberal; but here again the married folk suffer. Some officers insist before leave is sanctioned that the constable must undertake to go away from his district. The family man cannot always afford such a luxury, and deems it a very great hardship that he cannot spend his holidays at home, papering a room in his house, tilling his garden, or picking flowers in the country lanes with his wife and bairns. Little by little these irritating regulations are being cancelled, and with a considerate officer in chief command there is no reason to fear that they will not all be swept away, and the men allowed every privilege consistent with the efficient discharge of their duty. So great and valuable have the services of the Constabulary been that, as the late Lord Kimberley said of them in the House of Lords, "There is nothing which they could ask in reason that ought not to be granted to them."

DRILL WITH ARMS

The Royal Irish Constabulary are trained to use rifles and bayonets.

AMBULANCE DRILL.

Every recruit is taught First Aid to the Wounded.

Photos. Copyright. "Navy & Army."

FIRE DRILL.

In rural districts where there is no Fire Brigade the Royal Irish Constabulary are first summoned.

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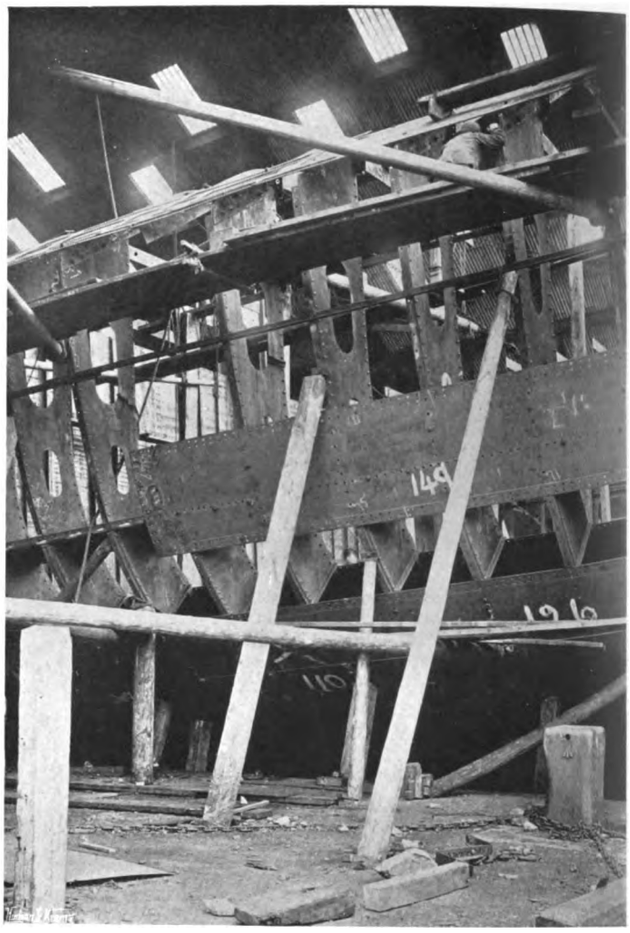
THE ROYAL DOCKYARDS.

By JOHN LEYLAND.

Pembroke.—II.

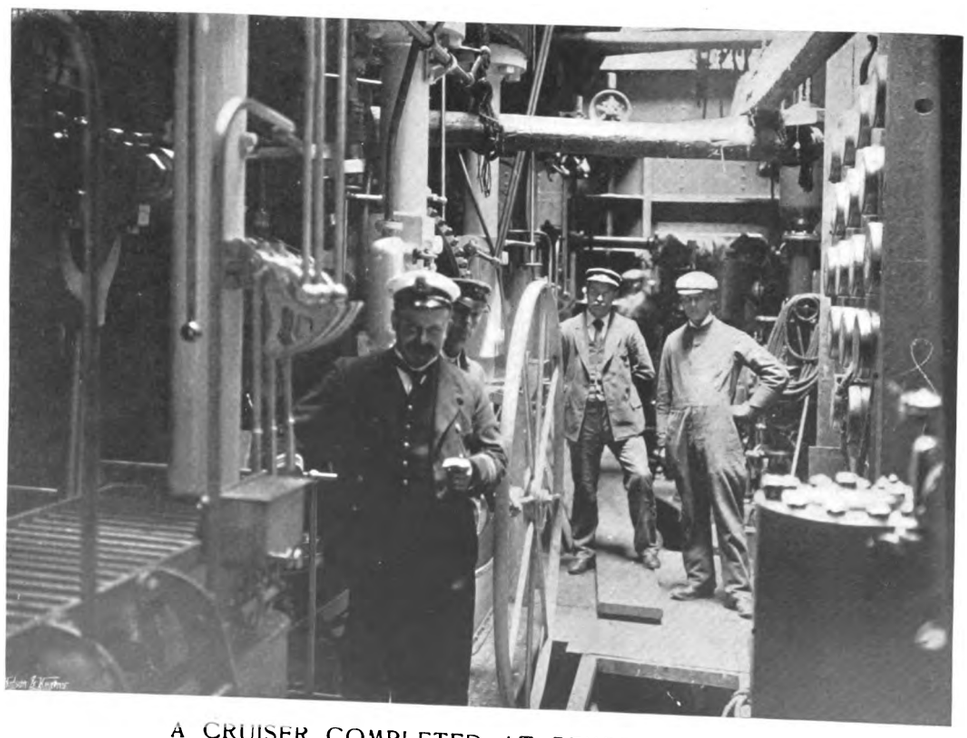
PEMBROKE, as was remarked in the last article, has taken a notable part in the development of ship-building—from wood to iron and from iron to steel, from sail to steam and from paddle to screw. It has also been successful, notwithstanding its disadvantages, in economical construction. Thus, in 1878, the building there, in several remarkable instances, was brought well within the estimates, and Admiral Hall adduced the facts before the Committee on Stores to illustrate the great importance of constant personal supervision of work in progress in the several dockyards on the part of the chief constructors. The officers at Pembroke were able to bestow this attention on their duty from having time enough at their disposal to give the requisite attention to the details of construction. Admiral Fellowes made a strong representation on the same subject. At the time the chief constructor at Pembroke was receiving £700 a year for supervision over a body of men whose aggregate wages amounted to £97,000, whereas the official at Portsmouth received £850 for supervision over an annual expenditure of £326,191 on wages, and perhaps an equal amount on stores. This is not the only period in which the constructive work at Pembroke has received commendation, and something of the success is doubtless attributable to the fact that the duties have not overtaxed the attention of those responsible for the execution of them.

The Superintendent of Pembroke Dockyard has always been a captain, as at Sheerness, and although his staff have been able to devote this full attention to the work, they have never been so numerous as at the larger dockyards. There is reason to think that, with the larger future which seems to be promised for Pembroke, that yard will sooner or later have an Admiral Superintendent. In this connection it may be worth while to recall the fact that Mr. Pretyman, C.M.G., Civil Lord of the Admiralty, and Colonel Raban, R.E., Director of Works, visited Pembroke last November, not only for the purpose of inspecting the works and improvements in hand, but to consider on the spot proposals for the development of Milford Haven which the Admiralty has under consideration. Captain Charles Bullen, C.B., superintendent of the yard from 1832 to 1837, was succeeded by Captain William Price Cumby, a hero of Trafalgar, who died at Pembroke and was buried there. Captain Samuel Jackson, C.B., followed him in 1838, and then came Captain Sir Watkin O. Pell in 1842, Captain G. F. Falconer in 1845, Captain Peter Richards in 1849, and Captain Sir Thomas Pasley, Bart., in the same year. The last-named officer established the National School at Pembroke Docks, and was superintendent of the yard at an important period in the development of Naval construction. He was followed by Captain Robert Smart, 1854, Captain George Ramsay, C.B., Captain William Loring, C.B., Captain Robert Hall, C.B., Captain William Armytage, Captain R. W. Courtenay, Captain R. P. Hamilton, Captain G. H. Parkin, Captain A. J. Chatfield, Captain Edward Kelly, Captain G. Digby Morant, Captain Samuel Long, A.D.C., Captain Walter Stewart, C.B., A.D.C., Captain C. C. Penrose Fitzgerald, Captain W. H. Hall, Captain C. J. Balfour, Captain Burges Watson, and Captain C. J. Barlow. Captain G. W. Russell succeeded the latter officer, promoted to flag rank, in September last.



BUILDING AN ARMOURED CRUISER.

Showing the girders and plates.



A CRUISER COMPLETED AT PEMBROKE YARD.

A scene in the engine-room.

From Photographs specially taken for "Navy & Army Illustrated."

Recurring now to the development of Pembroke Dockyard itself, it may be interesting to note that, when the "Falmouth Packets," established in 1688 for the conveyance of mails, were taken over by the Admiralty in 1823, changes were made which many years later caused Pembroke to become a packet station. After the inauguration of the yard, the ship-building facilities were steadily improved, and the old slips, which were roughly constructed, were successively replaced by more solid buildings, which have lasted until the present day. At the same time the original building sheds gave place to others of larger and better construction. It was not until after 1830 that the yard was extended from its original boundary to the westward. Before that time the Captain Superintendent's house had stood near the western boundary, but owing to

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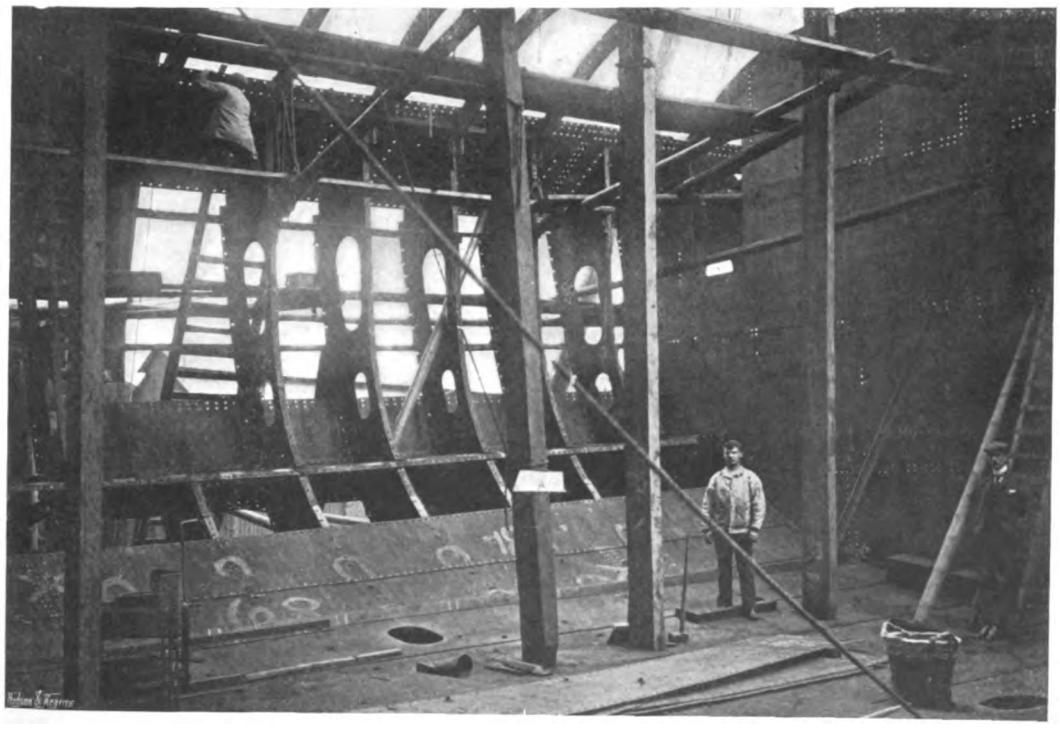
he enlargement it is now in approximately the middle of the dockyard enclosure. The camber at the opposite end of the yard belongs to the earlier days of the establishment. There was a considerable increase in the number of vessels built at Pembroke, and the "Royal William," 120, the "Rodney," 92, the "Vanguard," 80, and the old "Collingwood," 80, as well as the "Superb," 80, and the "Centurion," 80, were launched there between 1833 and 1844, as well as a number of smaller vessels. The increase in the work of the yard made necessary a number of additions, and several shops were built and improved, while the appointment of the Captain Superintendent and an increase in the staff made necessary the erection of the official residences. Up to that time the officers of the yard had resided in private houses. The graving dock was the work of the same period, and after 1850 it was enlarged to its present size, and a caisson for closing it was fitted in the place of the iron gates. This dock is in length about 420-ft., with a depth of water of 26-ft. over the sill, but the docking facilities of the yard are not yet adequate to the larger needs of the Fleet.

DOCKYARD IMPROVEMENTS AT MILFORD STATION.
The boring machine at work.

The principal buildings now in the Pembroke Yard belong to the period after 1850, and were mostly erected within the next decade, though building continued at intervals until 1880. Various improvements have been made from time to time since, and a new smithery and other works are now completing, as well as a new stone jetty. The plan of the yard is simple and good. A main road runs parallel with the water edge, and behind the building slips and sheds. Its direction is east and west, and it is approached from the main gate on the south side by a broad way. A beautiful avenue, planted about the year 1850, leads down from Fort Hill to this entrance, which is characteristic, with anchors and chains supporting the lamp over the gate. Proceeding from the main gate we have on the left the office of the Captain Superintendent, with the surgery and police station, forming a fine block, and beyond these the offices of the Harbour Master, Captain W. J. Symons, R.N., the Works Department, and others, and still further on is the office of the Chief Constructor of the yard, at the present time Mr. A. E. Richards. On the other side of the way are the mould loft, facing the last-named building, and store sheds, etc. We now reach the constructive part of the yard, there being eleven sheds along the water frontage of the establishment, each with its building slip, eight of the slips being covered in.



THE INTERIOR OF A CRUISER IN CONSTRUCTION.
Illustrating the lower girders and bulkhead.
From Photographs specially taken for "Navy & Army Illustrated."

Near the second slip from the west is the fitting shop, and close by the dry dock, near which are the armour-plate shops, and the principal ship fitting shop. Many years ago No. 3 building slip was filled up and a large machine and fitting shop erected on the site. The building slips extend along the frontage to within about 100-yds. of the eastern boundary wall, the boat slip and the east camber filling the intermediate space. Close by are the receiving shed and boathouse. The principal storehouses are to the west of the main road, and there is a block of storehouses to the south of it, as well as the fire station. The smithery, now being replaced, is further to the west, and beyond it the foundry with the joinery works and sawmills near. Roads leading lengthwise through the yard give easy communication to the various parts of it, and the dockyard railway and various facilities considerably expedite work. At the present time the yard is not fitted in such a way that many large vessels can be in hand at the same time. As a matter of fact, only two of the slips are available for the building of large modern vessels, although it would not be a matter of great difficulty to adapt others for modern requirements. But perhaps a fitting basin and large new dry dock are the greatest wants of the Pembroke Yard.

Many most capable ship-building officers have served at the yard, or the successful results which have been alluded to could not have been attained there. Perhaps the most distinguished of them was Mr. Oliver Lang, whose service at the yard extended from 1853, when Sir Thomas Pasley was superintendent, to 1859. Shortly after he had assumed the position there, a somewhat remarkable incident happened at the launch of the "Cæsar," a 90-gun ship which had been in hand some time. The date fixed for the launch was August 7, 1853, but the vessel stopped on the ways, and it was not until after a fortnight, and by extraordinary efforts, that she was got into the water. It is stated that soft wood and bad tallow had been used, but persons inclined to the marvellous are reported to have attributed the mishap to the maledictions of an old woman regarded as a witch, who had been denied admission to the yard to witness the launch. The principal officers of the establishment have been alluded to, but it may be stated that Mr. N. A. Hay is Naval Store Officer, the Rev. J. W. Longrigg, M.A., Chaplain, and Mr. H. S. R. Sparrow Fleet Surgeon of the yard.

This account of the important Naval establishment at Pembroke, linked with those which have been given in former issues of this paper of Portsmouth, Devonport, Chatham,

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THE MAIN ROAD IN THE DOCKYARD.
The engine-house, stores, and muster station.

THE HOUSE OF THE CAPTAIN SUPERINTENDENT
The residence of Captain Gerald W. Russell, R.N.

OFFICIAL RESIDENCES IN THE DOCKYARD.
The houses of officers of the establishment.
From Photographs specially taken for "Navy & Army Illustrated."

and Sheerness, completes the survey of our home dockyards. Taken in conjunction with the preceding series on the Victualling Yards, an account has now been given of the great establishments which are the home and base of the Fleet, in regard to all but their ordnance work and their training schools. The purpose has been to describe their origin and history, and to show the wide extent and the vast importance they have attained. They are, indeed, national establishments of which the country may be proud, and are now so organised and administered that they conduct their huge constructive business with efficiency and economy, and are in every way ready to carry forward their duties in the repairing, fitting, and commissioning of ships, and in the great work of mobilising the Fleet.

There are many points of view from which the home dockyards may be regarded. Some look upon them as engineering establishments, and considered in that light some deficiencies might be discovered. But it must be remembered that the dockyards do not stand alone. Their work is conducted in association with that of the great industrial establishments of the country, and it has been the policy of the Admiralty to foster the development of the latter by providing constant work in ship-building, armour-plate production, boiler-making, and the supply of the thousand and one objects which enter into the construction of war-ships, whether built in the State or in private yards. It must also be remembered, in considering the equipment of the dockyards, that money is at the root of everything. If Parliament voted for supplies for the purpose, it would be possible to fit them with every appliance that modern ingenuity can devise. Money has, however, been wisely expended in other ways. In the schedule attached to the Naval Works Act, 1895, an estimated outlay of over £14,000,000 was indicated, for the enclosure and defence of harbours, including special charges for the new works at Pembroke. Protected harbours and berthing and docking facilities are of greater importance than mere details of engineering efficiency, and harbour works, including dredging and deepening approaches, the enlargements of docks and dockyards, have absorbed great sums, part of which might otherwise have been expended upon machinery. The provision of machinery has certainly not been neglected, but it would be idle to expect Government establishments, whose expenditure is regulated by Acts and Votes, to display all the enterprise that is found in private yards.

But the true function of a great dockyard is the work of repairing, fitting, and commissioning ships of war. The home establishments are great ship-building works, it is true, but that is only a part of their function. Their vast ranges of storehouses, their great coaling facilities, their magazines, training establishments, and Naval depôts, are all evidences of their supremely important work in establishing the efficiency of the Fleet, taking their part in its maintenance, and ready for the final work of mobilisation.

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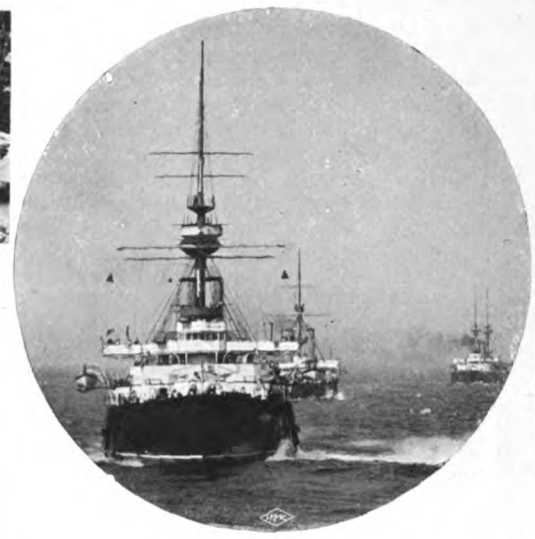
FRENCH SPAHIS.



MANŒUVRES AT SEA.

THE NAVIES AND ARMIES OF THE WORLD.

A Weekly Causerie by David Hannay.

THERE is a head which is at once so bumptious and so utterly addle that it ought to be hit whenever it comes within reach. Of late it has presented itself again for treatment under pretence of being a Militia and Yeomanry Bill. In reality it is another makeshift, which will, if the War Office can get it carried out at all, maintain a host of insufficiently taught men on the pretext that they are necessary for the defence of the realm, but as a matter of fact in the hope that a minority of them will be available to reinforce the Regular cavalry in war. When Dr. Johnson wanted to show that he was equal to a slanging match with a bargee, he shouted, "Your wife, under pretence of keeping a brothel, is a receiver of stolen goods." One has perpetually to adapt that admirable formula to the devices of our military organisation. The true inwardness of this thing was beautifully illustrated by Major Rasch in his own agreeably brisk and candid way. Men, he said, are wanted for the cavalry, and they must be got somehow. There you have it in a nutshell. The Yeomanry are to be kept up, not because they are wanted as Yeomanry, but because we have not enough Regular cavalry. It is all part of the same old makeshift.

* * * *

Mr. Brodrick says that by the benign help of his fourpence a day Yeomen to the number of 5,000, we shall save the cost of the real thing. Well, it is an undoubted fact that the right hon. gentleman would economise on his house bills if he used his old trousers to stop broken panes of glass. Yet the public will be extremely surprised on the day on which it sees his discarded continuations bulging through his dining-room window. This sort of thing is not economy. It is, in its respectable form, the resource of poverty. In the case of the British Army it is mere muddle and stiffnecked refusal to face the facts.

* * * *

There are certain points in the discussion on the Militia and Yeomanry Bill on which it is impossible to reiterate the lessons of common-sense too often, for until they are driven in and acted upon we shall never get this unending business of our defences taken in hand on sound principles. We have been once more told, and by the Secretary of State for War himself, that South Africa has proved the value of the Yeomanry. Has it? And to what extent? It has shown that when we are fighting with an enemy of greatly inferior numbers, who is himself roughly organised and no more than Militia, we can win by weight of resources after a long time, and at an absurd cost. It has proved that Yeomen of spirit and courage (as many of them were, particularly in the early stage) can deal with an enemy no better prepared than themselves, and when well supported by professional soldiers. It has also proved that unprepared, or ill-prepared, men taken at a pinch are a broken reed. Let Mr. Brodrick read "Intelligence Officer" and have a confidential conversation with Lord Methuen. If we are going to argue from the war in South Africa to a struggle against well-instructed enemies of equal or superior numbers, our success will be a mere misfortune; it would have been far better for us in the long run had we been beaten. Our experience will only add one more to the shams of our military organisation. Victory is not always an advantage; on the contrary, it may be the immediate parent of disaster, when you do not take a sane view of the causes through which it was won. If the French had been fairly beaten in Lombardy in 1859 by the Austrians, they might have escaped the awful dressing they underwent from Germany in 1870-71. There is no patriotism in applauding a victory which does you harm, or in talking laudatory cant about it when it is dragging you into content with things bad in themselves, and not to be trusted at a time of real trial.

* * * *

Then it is irritating to see how we persist in speaking of the defence of the country as a task to be entrusted to a great number of men, while we will not take the only possible way of making them efficient for the duty they are supposed to perform. The only possible explanation one can give is that the authorities at Pall Mall can conceive of nothing more clever, or more patriotic, than under pretence of doing one thing to make a pretence of doing another. They talk of putting the Navy aside when they are considering national defence. This is manifestly nonsense, but it cannot be what they really mean. If they did so mean, they would set about making the Militia and Volunteers into a genuine army. The most obtuse Secretary of State for War, and the dullest board of military advisers a satirist could think of, could not imagine that a mob of very partially drilled amateurs, even supposing them all to be as valiant as Guy of Warwick, as I daresay all our Militia, Yeomanry, and Volunteers are, would be capable of engaging and beating an army of real soldiers. Professional officers know perfectly well that they are not, and by the nature of things cannot be. All this pother about employing them in the defence of the country is a way of speaking. It seems to say one thing and means another.

* * * *

Well, on serious reflection one comes to the conclusion that what it means is pretty much this—that men must be got for the Army somehow, and that it is cheaper to have them ticketed off, and ready to hand, as Militia, Yeomanry, and Volunteers, than to have them in the ranks, and also presumably easier to get them. Therefore we maintain this huge show of land forces for the defence of the country is a pretext, in order to secure part of them for service oversea when the time comes. A large proportion of them will not be available; a good few will not be worth having. But we shall get as many thousands as will do, in order that we may perform the feat of management defined by Rittmeister Dugald Dalgetty of Drumthwacket as laying the head of the sow to the tail of the grice when we go to war. Looked at from this illuminating point of view, our military policy begins to assume a certain coherence. But it is only a very relative coherence after all. Compared with the plan of dropping the Navy out of our defensive forces, and trusting to a quarter-trained crowd, it is sane. As a method of securing a large number of competently trained soldiers at a moment's notice for a campaign against other competently trained soldiers, it may perhaps be most kindly described as childish.

* * * *

Yet so long as we will persist in talking of our defence as a thing to be done on shore by masses of men who will not be wanted until the Navy is smashed, because the enemy cannot get at them, and will be no use after this disaster has happened, because the Empire will be smashed with its Navy:

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and we shall have to surrender, nothing better is to be hoped for. The preliminary to any effectual organisation of our Army is the extirpation of the whole set of ideas which led to the formation of the Volunteers. Sir John Colomb and Sir Charles Dilke talked very good sense on the second reading of the Militia and Yeomanry Bill—and, of course, no man marked them. One reason, it seems to me, is that they fight with their gloves on. So long as they, and others who agree with them, advocate the "extreme Naval view," as it is called by such persons as think a nickname is an argument, but continue to accept the Volunteers as a genuine force, they will never be believed to be in earnest—and nobody who cannot convince his hearers that he is in earnest, is, or ought to be, listened to in this country. We see in the daily papers that the Volunteers cannot comply with the modest demands made on them, to learn the business of a soldier, by the War Office, even when they have been modified. Of what use can they be except to provide a few thousand nearly raw recruits to the Regular Army when war comes? But we shall want men available at once. They really stand in the way of our getting them. It would be a very good thing if, when the Army Estimates are on again, somebody had the nerve to propose the reduction of all the vote for the Volunteers, and would support his motion by a vigorous, downright demonstration of their general uselessness. He would be outvoted, of course, but he would force the House and the country to listen to sense, for a space, and then perhaps it would begin to make its way.

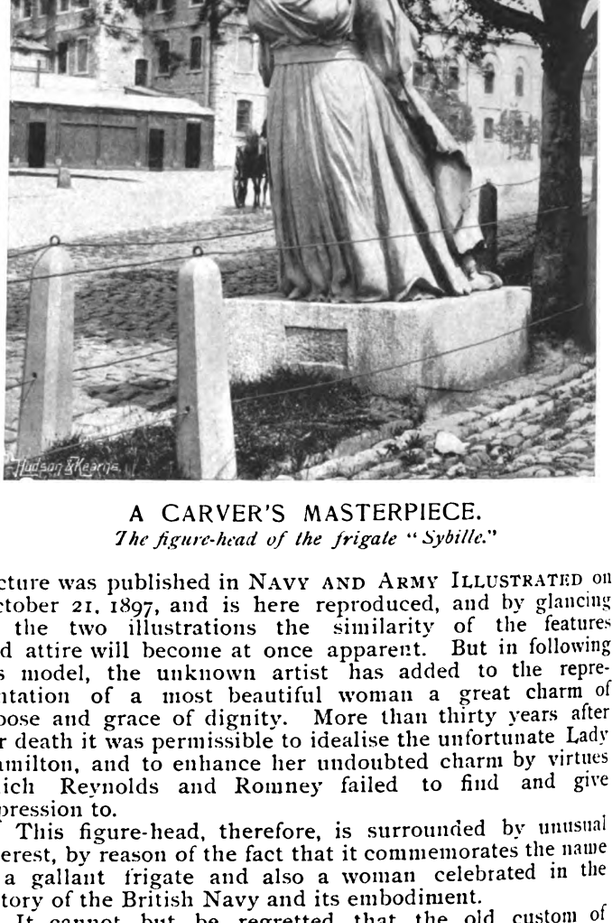
OLD FIGURE-HEADS.

THE NAVY AND ARMY ILLUSTRATED of July 23, 1897, contained a very interesting article entitled "The Figure-head and its Story," accompanied by some pictures of various figure-heads which adorned our ships of long ago. Among the photographs reproduced was one of a figure-head aptly named "A Carver's Masterpiece." This figure-head—which is again shown here—the chief ornament of Devonport Dockyard, ranks with other figure-heads as the Venus of Milo amongst classic sculpture. At the time the article referred to was published the name of the vessel which carried this masterpiece was unknown. Fortunately, however, the vacant space on the pedestal shown in the illustration has now been filled in, and bears the inscription, "'Sybille,' built 1847."

The original "Sybille" was a 40-gun frigate, added to the Navy List by capture from the French. As a 38-gun frigate the "Sybille" had a very eventful career. She performed distinguished service at Manilla and off the Great Belt, in addition to which she captured three vessels from the French — the "Forte," 44-gun frigate (in a night action), the "Espiègle" (carrying 16 guns, afterwards renamed "Electra"), and the "Chiffone," a 36-gun frigate.

Whether the first "Sybille" was ornamented with scroll-work or figure-head is, we believe, not known, and perhaps never will be.

There can be, however, very little doubt that the carver in producing this work of art, which adorned the bow of the second vessel of the name, sought and found inspiration from the picture of Lady Hamilton in Sibyllian attire, of which a picture was published in NAVY AND ARMY ILLUSTRATED on October 21, 1897, and is here reproduced, and by glancing at the two illustrations the similarity of the features and attire will become at once apparent. But in following his model, the unknown artist has added to the representation of a most beautiful woman a great charm of repose and grace of dignity. More than thirty years after her death it was permissible to idealise the unfortunate Lady Hamilton, and to enhance her undoubted charm by virtues which Reynolds and Romney failed to find and give expression to.



A CARVER'S MASTERPIECE.
The figure-head of the frigate "Sybille."

LADY HAMILTON
As a Sibyl, after Madame Lebrun.

This figure-head, therefore, is surrounded by unusual interest, by reason of the fact that it commemorates the name of a gallant frigate and also a woman celebrated in the history of the British Navy and its embodiment.

It cannot but be regretted that the old custom of adorning ships' bows with figure-heads of this kind has been abolished. It is certain that they inspired the crews of our ships to exert themselves to their utmost when they were endangered in any shape or form. But, alas! they have been disestablished and dispensed with, and remain, those of them that are left, as relics of the past. At the present day our battle-ships have nothing at all in the way of a distinctive figure-head, and it is only in the earlier vessels that a gilded scroll of filigree work is seen. By the abolition of the figure-head, a certain amount of picturesqueness of a war-vessel has gone, which might easily have been allowed to remain.

In all the Government dockyards the officials take the greatest care of, and preserve in a highly creditable manner, all kinds of historical Naval relics, and here may be seen a goodly number of old figure-heads, which, taking into consideration the length of time that has elapsed since they were fixed to the bows of their respective vessels in all their glory, are in a splendid state of preservation. Could some of these figure-heads but speak, what glorious tales might be told and what life-like descriptions given of the great Naval fights and deeds of daring of bygone years.

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LYDD.

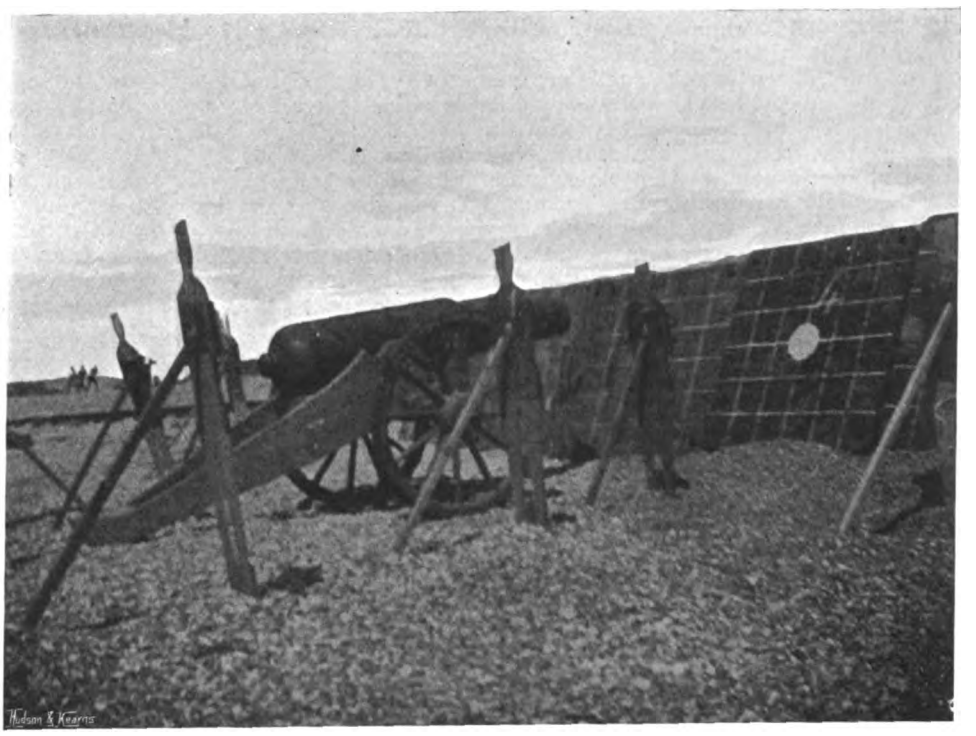
By LESLIE STEWART.

IN a recent issue it was my privilege to briefly describe the Hythe School of Musketry. I pictured Hythe on the edge of the purple sombre stretch known as Romney Marsh. Given a stiff south-west wind and a vivid imagination, one can stand on the hills above and "sniff" a big engagement. On the shingle below patters the familiar rifle, now the policeman's rattle-like noise of the machine gun. The "Cease fire" sounds on a distant bugle, and for a moment there is silence. Then across the misty marsh comes the deep boom of a position gun. Number one has fired. Then number two fires—Boom! Those with a trained ear will tell you that a battery of siege guns is in action—but where?

We go down to the high road that runs parallel to the Royal Military Canal and strike out across Romney Marsh. Every 400-yds. stands a Martello tower, with its thick brick wall and old muzzle-loading gun perched on the top, once the trusted barrier to the invading Frenchman, now, alas, let for a humble five-pound note to holiday seekers with hermit tendencies. On past Dymchurch to New Romney, one of the famous Cinque Ports. Those interested in Naval history will find a rich store of curious and interesting information in the records of this place, for the history of the Cinque Ports in the Middle Ages is to all intents and purposes the history of the Royal Navy of England. The average number of ships maintained for the King's service in war-time seems to have been between fifty and sixty, and their tonnage varied from twenty to fifty tons. The crews of most of the vessels numbered about thirty to forty men. The pay of an admiral was two shillings a day, and a solitary shilling was the amount received by a captain. It might interest the Chancellor of our modern Exchequer to know that in those days a ship of war was purchased by the port of Romney for £53 6s. 8d. Their construction was simple. The barge-like hull had a castle fitted at the bow and stern, and the strong single mast carried a fighting-top, which was hoisted up before going into action. Past Romney we branch off to a road leading seemingly to the world's end, but finishing at the little historic town of Lydd.

Like Hythe, Lydd is a place with a past. To an ordinary observer it seems very much like any other Kentish village, but an inspection of the records will speedily show that at one time Lydd was one of the most important of our southern towns, and existed before the Conquest. As a "limb" of the Cinque Port of Romney it contributed a ship and a contingent to the Cinque Port Fleet. Long before the British Army as an organised force existed, there were troops at Lydd, probably to prevent the frequent wrecking to which the inhabitants were addicted, and one entry in the records is very amusing, revealing the fact that the Corporation bribed the military authorities to get rid of rowdy soldiers. Curiously enough, there were "gunnes" at Lydd over 300 years ago, as small sums of money were paid to drag them down to the seashore. Lydd even possessed a great gun called "The Serpentine," weighing 2-cwt. 3-qr. 18-lb. It was made locally, and its cost was thirty-six shillings.

So much then for the early Naval and Military history of the place. It sank to oblivion, and for centuries the name was never heard except locally. Suddenly, on the morning following Lord Kitchener's victory at Omdurman, the word Lyddite was in everybody's mouth. The 37th Field Battery, using 5-in. howitzers and Lyddite



HIDDEN TARGETS.

These dummy targets are sometimes used.

AN INTERESTING GROUP.

Colonel Perrott, with his staff and class officers, 1902.

Photos. Copyright. *"Navy & Army."*

AT THE OBSERVATION POST.

Officers conducting the practice by telephone.

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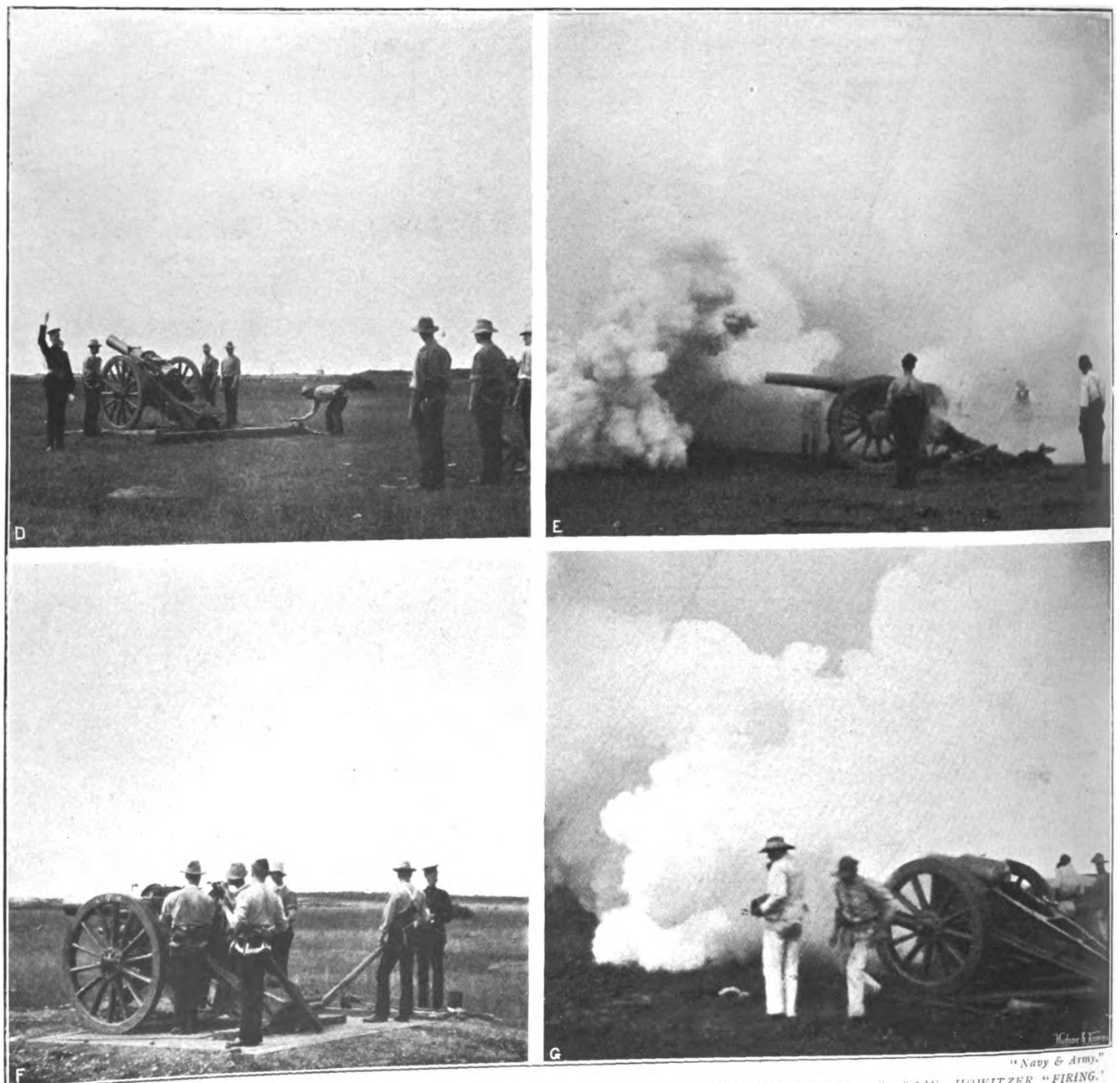
shells for the first time on active service, had achieved wonders. The common idea, and in spite of frequent correction it still remains, is that Lyddite is made at Lydd. Such is not the case; the shells are made at Woolwich, and the compound with which they are filled is named after the place where they are experimented with.

Lyddite, freed from all technical description, is merely a form of picric acid melted down and allowed to solidify. Neither is it a wonderfully new product. It was discovered in 1771, and for a century and a-quarter served a peaceful but very useful purpose as a dye for silk and woollen materials without its explosive powers being dreamt of. A few years ago a warehouse fire occurred in Manchester, and the flames spread to a shed in which picric acid was stored. There was a terrible explosion, and an investigation took place, with the result that Lyddite was born.

remembers that such gunnery is frequently conducted on a mathematical basis out of sight of the object fired at, it cannot be said that Lydd answers the purpose for which it was intended. What is really required for this class of work is a tract of country so cut up as to render the object aimed at invisible.

In the pictures illustrating these notes a practice with siege howitzers is seen in progress. One shows an officer conducting the practice seated at the table receiving by telephone reports from the observation posts, established at the corners of a base usually a sixth of the range. Another represents a dummy target sometimes used, but more frequently the ground is divided into small pegged-off sections, into which each gun fires. Still other pictures show the non-commissioned officer adjusting the sights, the discharge from a 6·3-in. howitzer and a 40-pounder rifled breech-loader respectively, and an officer in charge



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D.—REPORTING THE SHOT. E.—40-POUNDER RIFLED BREECH-LOADING GUN. F.—ADJUSTING THE SIGHTS. G.—6·3-IN. HOWITZER "FIRING."

The experimental camp at Lydd is situated on the slightly-elevated ridge known since the Middle Ages as Denge Marsh, which terminates in the promontory called Dungeness. The ground was acquired by the War Office in 1884, and in 1893 the first permanent barracks were erected. The officers' mess was constructed out of a station originally landed in sections in Egypt to figure on the Suakin-Berber Railway, and the miniature railroad that runs round the camp was also brought back from Suakin.

Strictly speaking, vitally important as the work conducted at Lydd is, the camp does not figure as a separate establishment in the Army List. It is officially an adjunct of the School of Gunnery at Shoeburyness, and Colonel Perrott, C.B., the able and extremely popular Commandant at Lydd, appears on the Shoeburyness list of Staff Instructors. The purpose for which Lydd was established was to afford a working camp for siege and position work, and when one reporting the shot. It speaks volumes of praise for the excellence of the work done by Colonel Perrott and his staff when it is stated that notwithstanding the great range, the shots seldom vary 5-yds. one way or the other from the exact spot aimed at. In siege work this means a perpetual bullseye.

Lydd has little room for pleasure. Situated in the out-of-the-way spot that it is, fifteen miles from any town with amusement, the soldier has only his work to interest him. One hears a good deal of the drudgery of certain branches of the Service, but no men have so little chance of glory as the gunners who work at siege or position weapons. A horse artilleryman or a field gunner is almost a necessity to a campaign, but opportunities for siege work seldom occur. All honour then for this patient, painstaking department, which maintains so high an efficiency with so little prospect of immediate active service.

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THE PASSING OF THE MIDSHIPMAN.

By SEARCH-LIGHT.

IT may be impossible to regard all the new arrangements about to be made for the entry and training of Naval officers without regret. There may be only sentimental regret, but regret none the less real, and among its causes none perhaps could equal our sense of loss if the midshipman should disappear. There have been rumours that such would be the case, but happily these have no foundation, and there is still hope that the midshipman will remain. Time alone can tell whether, in new conditions, that training can be imparted which has made the midshipman ready to accept responsibility, and fitted to exercise it, even as a boy, thus laying deep the foundations of the best qualities of a Naval officer. The youth has received under the old system splendid experience, which has given him not only command over himself, but the power of commanding men, at an age when no other youngster in the world has ever done the like; and there are those who believe that a more scientific training can never make the Naval officer what he is to-day. Shall we ever again see with our eyes the midshipman of romance, the boy who has stood in our literature for so much of breezy confidence, boyish gaiety, unconquerable spirit, and healthy recklessness, "a ship-boy on the high and giddy mast," that we have felt him led on to the possession of courage and resource—such a boy as we find in the pages of Marryat, Michael Scott, and Hannay? He is a personality true to life, and let us not overlook the fact that at least in his old character he is likely to disappear, making us feel the poorer, and that our Naval officers are to be made henceforth upon a different system from any that has obtained in this country before.

The origin and development of the midshipman constitute an extremely interesting chapter in Naval history. The title of the young officer goes back to the days when the prime seamen worked on the forecastle, and when the smartest of the crew were topmen, and the remainder were employed between the main and mizen masts, or amidships, being the midshipmen who afterwards walked the quarter-deck. The earliest mention which Mr. Oppenheim makes of a midshipman is in a letter written in February, 1643, wherein the writer declares that he will not undervalue himself by allowing his son to accept a midshipman's place. We are thus brought face to face with the fact that the original midshipman did not belong to the "quality." He was a seaman like the rest, but in those times, in which it was the practice and the privilege of captains to take to sea a following of youths with them intended for the Service, and entered fictitiously as "cabin-boys" and "captain's servants"—Nelson himself was one of the latter—there came in another class who really were mostly the sons of gentlemen, and who were put to work with the midshipmen. Penn issued instructions that no commander should make any youth a midshipman who had not served seven years at sea, unless by "special warrant," the warrant midshipmen being the *protégés* of the captains. It would thus appear that in the seventeenth century midshipmen came either from the seaman class or were gentlemen born and taken to sea under the patronage of officers in command of ships. There were also "volunteers," mostly older men, who, as is recorded in the Life of Captain Stephen Martin, entered "to walk the quarter-deck, whereby they might be in the way of preferment." Martin was entered on the books of the "Charles," galley, in August, 1686, and behaved himself so well that he returned from a cruise against the Algerines as a midshipman, and as a midshipman he went afloat a little later in the "Montagu."

NELSON AS A MIDSHIPMAN (1775).
(From a Miniature.)

The truth is that in early Stuart times almost every man who had responsibility was described as an officer, and the distinction between various grades and ratings was loosely drawn; but gradually, with the improvement of the Service, the gentleman took a larger place, learning his work as a youth under the supervision of the mates and quartermasters, many of whom had been midshipmen themselves. It was Charles II. who introduced a considerable change in relation to entry. He desired to encourage families of better quality "to breed up their younger sons to the art and practice of navigation, in order to the fitting them for further employment in our service." Already volunteers had been admitted at the Royal charge by what was known as the "King's Letter," and these King's Letter-boys received pay at the rate of £24 per annum. The principal condition to become a lieutenant, as regulated in 1676, was three years' sea service, afterwards increased to six, including one as a midshipman.

In this way was laid down the system of entry which has prevailed up to the present time, and though the King's Letter-boys disappeared, there was no essential change when the examination was transferred to the Navy Board in 1728, at which period the Naval Academy at Portsmouth was instituted. The system of entering boys as servants with various ratings in the ships' books remained in force until 1794, and doubtless gave a certain elasticity, which enabled officers like Dampier, Benbow, Sir David Mitchell, and Cook to enter, as the saying was, "through the hawse holes," while men like Sir Cloudesley Shovell, Sir Edward Whitaker, and even Nelson entered under the "servant" system. There were abuses, of course. The late Sir Thomas Byam Martin, who was entered on the books of certain ships when he was yet an infant, began his actual service when he was thirteen, in 1785, entering the Royal Naval Academy at Portsmouth, and going afloat in the next year as "captain's servant" in the "Pegasus," with Prince William Henry. The Royal Prince had entered as a midshipman on board the "Prince George" at the age of thirteen, and the fact shows the high esteem in which the Naval Service was then held. A picture by Stothard shows the Prince as a midshipman, wearing his blue coat with the white patch on the collar, a white waistcoat, and blue breeches. The collar patch, which, amid all the changes of uniform, the midshipman has continued to wear up to the present time, is the last survival of the white lapels and cuffs of the eighteenth century, and the white-handled dirk was part of the midshipman's equipment represented by the dirk at the present time.

Such, then, was the origin of the midshipman—the youth entering the King's service, intended to walk the quarter-deck and trained for the duties of the officer. In all the nautical novels the midshipman holds a notable place, by reason of his gay character and his buoyant animal spirits; and though the midshipman of the novelist may be something of an exaggeration of the midshipman of actual life, he is a fine character in the pages of many admirable Naval stories. Nor can it be affirmed that the humour of the novelist always oversteps the rollicking fun of the midshipmen's berth, as we

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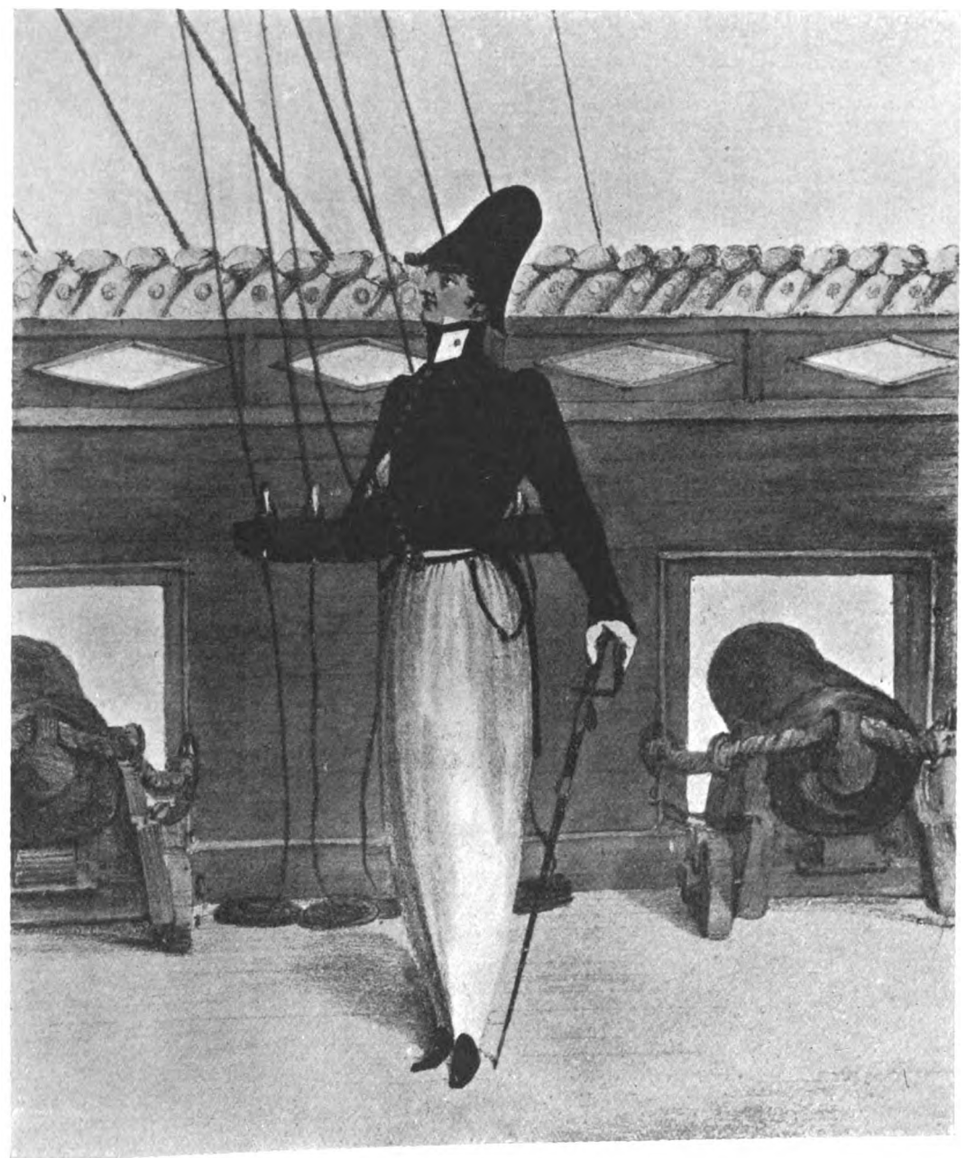
find it described in some Naval biographies. There was Admiral Bartholomew James, for example, who was entered on the books of the "Folkestone" cutter in 1764, and after making more than a dozen voyages was received on board the "Torbay," 74, as a midshipman with some other youngsters in 1771. He records that among them was one Richard Marsingall, whose mother was so delighted at his advancement, that she aroused him joyously, saying, "My dear son Richard, get up; thou art made for ever!" "What am I made, mother?" he asks. "Richard, my tender life, thou art made a midshipman!" Whereupon James makes the humorous reflection, "Alas! little, my good lady, didst thou know what a sea of trouble thy son had to go through; little didst thou conjecture what innumerable difficulties he was about to encounter, and 'the snubs that patient mids from their superiors take,' or thou wouldst not have supposed, by his being a midshipman, he was made for ever." Young James and his shipmates endeavoured to get "the most



A MIDSHIPMAN IN 1823.

(After a Drawing by F. W. Ommanney, in the possession of Admiral Sir Erasmus Ommanney.)

fashionable midshipmen's uniforms" in Falmouth, but the sartorial art of the place failed, and he says that no tongue could describe the feelings they experienced when they presented their ridiculous figures on board. No two of them were in any one point equipped alike, and the great circumnavigator who was their captain circumambulated them, stamped his foot, and sent them ashore to be instantly "cut down, reduced, and made decent by the Plymouth tailors," after which they returned to learn the mysteries of the orlop, and perfect themselves "in all the knowing tricks of a midshipman, and completed their examination by composing 'bowls of punch by the rules of trigonometry, and proving the purser a rogue by Gunter's Scale.'"

We may be sure that many midshipmen of the type of James were well known to the Naval novelists. Sir John Briggs told a humorous story of how the Admiralty Board looked with great disfavour upon the escapades of a certain midshipman in 1835, but, when he had been ordered to be dismissed the Service, Sir Charles Adam explained that "the boy had only absented himself for twenty-four hours to get a farewell kiss from his cousin, a confoundedly pretty girl!" He was thereupon pardoned, and Sir Charles confessed to Lord Auckland a like peccadillo of his own at a somewhat later age. "My frigate was lying off Belem at single anchor, with Blue Peter flying, under orders for England, when I thought I should like to have another kiss of an uncommon pretty Portuguese girl, one Donna Maria Angelina Sebastina Victoriosa, etc., di Ponjos. I arrived at the door, gave a loud knock, when, to my utter astonishment, who should open it but Lord St. Vincent himself." The dismayed officer made a ready and plausible explanation of his visit, which won the approval of St. Vincent. "That d——d lie has raised you very much in my estimation. It proves to me that you are able to meet a sudden and somewhat unpleasant contingency with considerable adroitness."

Out of such materials were created youths like Midshipman Easy and Peter Simple. Mr. Sawbridge, the first lieutenant of the "Hearty," did not exactly welcome the philosophic Easy, as it is interesting to note, because he "had an aversion to the young men of family who were now fast crowding the Service." The midshipmen's berth was "a hole infinitely inferior to the dog kennels which received his father's pointers," but the usual company was there, including the bully and the butt. Here Jack aired his philosophy, and astonished them with the rights of man, which he afterwards ventured to argue with his captain, until he was promoted to the top-gallant cross-trees, where he calmly perused the Articles of War. Another famous midshipman of fiction is Peter Simple—"a cub to be licked into shape"—safeguarded from contamination by the ingenious Mr. Trotter, who, in the cockpit, assured him that in the midshipmen's mess on the deck above he would be thrashed all day long, and fare very badly, besides being taught nothing but what was immoral and improper. The story of the duel, how Simple related the incidents to the captain "in confidence," and the feelings of the latter upon being acquainted with that fact, are well known. "Confidence, sir! who ever heard of confidence between a post-captain and a midshipman?" "No, sir, not between a post-captain and a midshipman, but between two gentlemen!" Truly the humours of the midshipmen's berth have been given a notable place in the pages of fiction, and the novelist has enshrined the bright and ardent youth in the affections of many who have never met him in his element.

If the midshipmen of later date have not yet found a chronicler of their exploits to rank with Marryat, that has not been their fault. The environment of gun-room life may have changed, but the midshipmen themselves have retained the same qualities that characterised their predecessors. That they possess the same breezy, buoyant nature, the same resourceful spirit, and the same dauntless courage has been amply demonstrated over and over again, and quite recently by Huddart, Guy, and their messmates in South Africa and in China.

Not, therefore, without a great deal of regret could we witness the passing of the midshipman. It is a grade of the Service through which for more than two centuries all our officers have passed, in which they have gained much of the experience that has served them so well in after years, and wherein have been found their most pleasant memories. Perhaps no part of the officer's career is quite so happy as that which he spends as a midshipman, when he is gleeful in his youthful enthusiasm, lives amidst companions who share his aspirations, and serves under influences and engages in occupations which all conduce to bring out those qualities of resource, resolution, and courage that are so strong in the Naval Service. Let us then pay a tribute of regard to the midshipman, the very type of a healthy youth with the making of a capable man.

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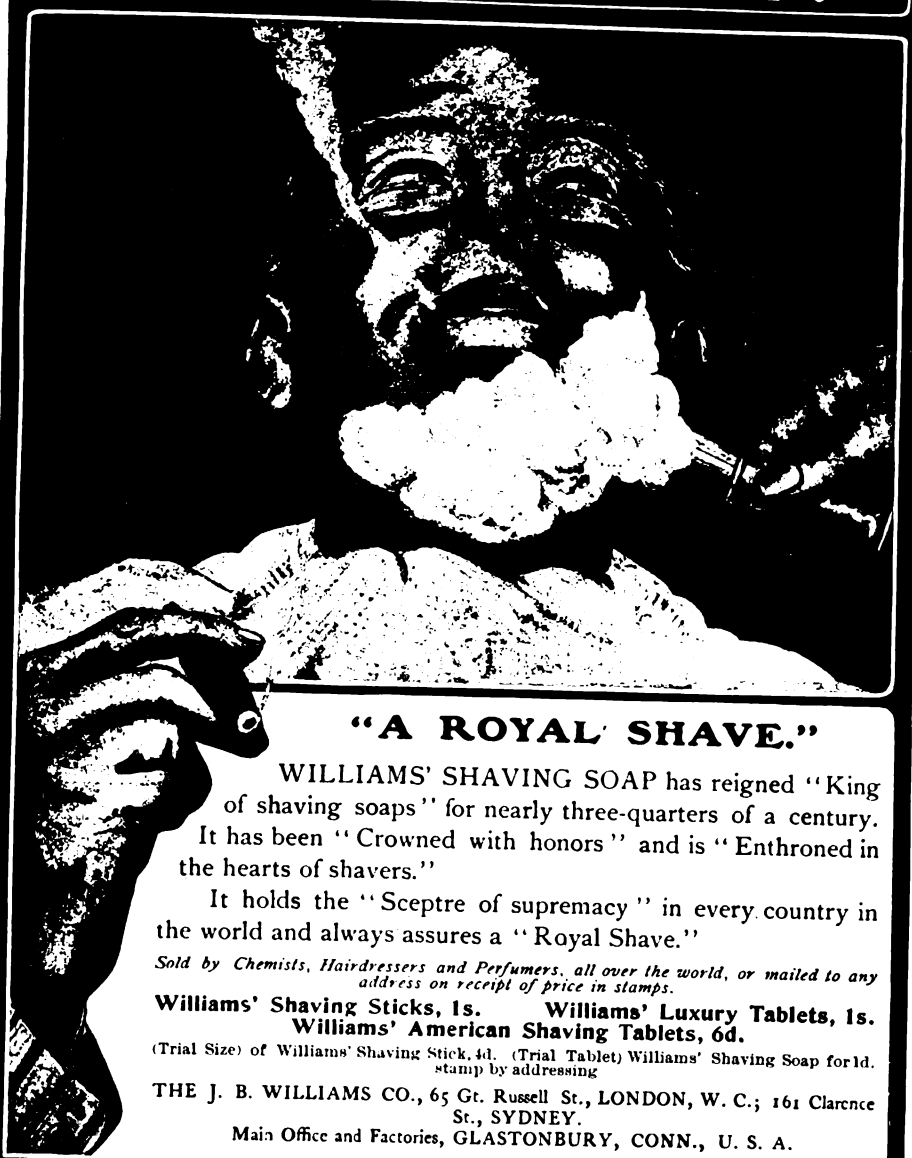

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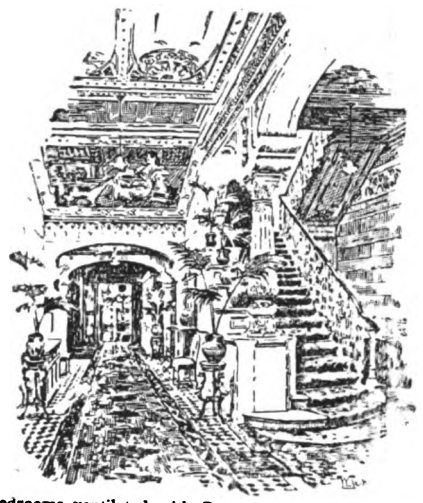

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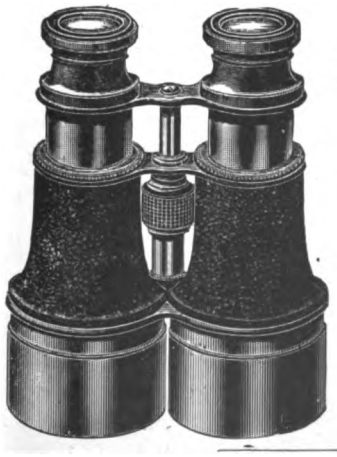

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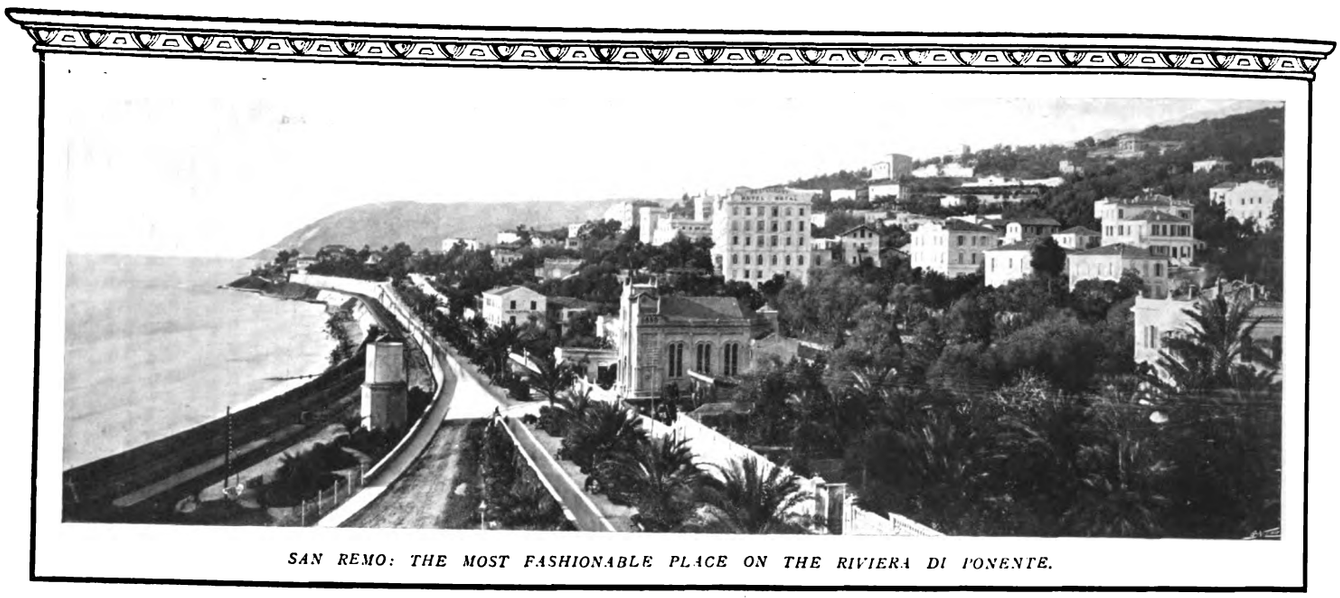

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TO the majority of people, especially those accustomed to visiting only the more fashionable parts of the South of France, the term Riviera is practically synonymous with that part of the coast-line which extends from Cannes to Ventimiglia, and includes such well-known places as Nice, Mentone, and Monte Carlo. Anywhere east of Ventimiglia is regarded as being outside the fashionable circle, with the exception, perhaps, of Bordighera, which, although on the Italian side, is often included amongst the most fashionable places of the Riviera proper.

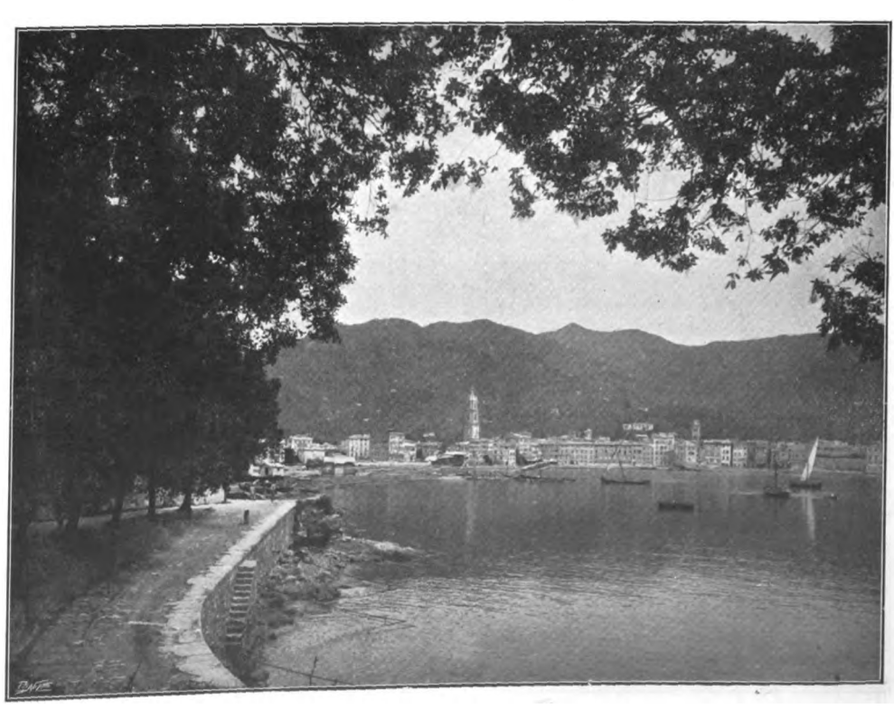
But what about the other Rivieras—the Riviera di Ponente and the Riviera di Levante, by which the coast district of the north-west of Italy is known? Gradually this part of the coast of Italy, washed by the blue waters of the Mediterranean, like that of the South of France, is becoming better known among English people, and such places as San Remo, Alassio, Rapallo, and of course Bordighera, attract many thousands of English every year. Bordighera, by the way, has a pathetic interest attaching to it, being the spot chosen by our late Queen for her intended visit in the spring. It is only about ten minutes' train journey from Ventimiglia, and is, without doubt, quite one of the most charming spots that exist on the Italian coast. It has been most appropriately called "the country of palms," on account of the large number of olive and palm trees that flourish there. For the invalid it is held in the highest esteem by the medical professions both of this country and abroad, because of the wonderful equability of its climate; it is as a matter of fact less subject to sudden changes of temperature than any other place on the Riviera. Another feature of Bordighera is that in winter it enjoys an hour's more daylight than anywhere else—this is said to be due to its exceptional topographical position. Connecting Bordighera and Ventimiglia is an electric tramway with first and second class cars, an arrangement that might be emulated with advantage in certain districts of London! As regards accommodation for visitors, this leaves little to be desired. The Hotel Angst, at which it had been arranged our late Queen was to have stayed, is charmingly situated, and is far and away the most fashionable and attractive hostelry in Bordighera.

The name of Ventimiglia is no doubt familiar to a large number of travellers, though, probably, few have taken the trouble to go farther than the tourists' station. Situated on the Franco-Italian frontier, baggage is examined here by the Customs, consequently most of the trains pull up for some little time.

East of Ventimiglia, the next town of importance is San Remo, which has now become a favourite resort of English people. It boasts a by no means insignificant English colony, and this is being augmented every year by fresh arrivals. It is astonishing the number of English visitors that now come to San Remo, which ranks among the gayest and most fashionable towns on the Riviera. It has a handsome promenade and public gardens, some first-rate hotels, and villas and apartments to suit all pockets. As many people prefer this latter mode of living abroad, especially when they take their families with them, we may mention that Messrs. Benecke and Heywood, who combine house agency with banking, usually have the best selection of villas on their books; they will also be found helpful in finding apartments. The town is well sheltered on the west and north by hills, which most effectually guard it against the cold northern blast. These hills are dotted with many beautiful villas standing in the midst of lovely gardens. There is no finer walk than the magnificent Corso Imperatrice, running along the beach and bordered with palm trees and flowers in profusion.

San Remo is easily reached from London, the Calais-Mediterranean express taking only twenty-six hours and a-half without change of train.

Between San Remo and Alassio is the pretty little town of Porto Maurizio, which, although practically unknown to the travelling public at present, will certainly become famous before many more seasons have passed. So mild is the winter climate that, even as early as February, the



A GLIMPSE OF RESTFUL LITTLE RAPALLO ON THE EASTERN RIVIERA.

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neighbouring hills and valleys resemble a veritable "Garden of Eden." Considering its size, the town is full of enterprise, and the recently formed "Pro Porto Maurizio" Society has already accomplished much for the comfort of visitors.

The equally charming little town of Alassio is already well known to the English tourist; and it is a fact that most of the villas are occupied by English people. Among other things, it boasts a fine stretch of sandy beach, while the beauty of the surrounding country is superb. The hotels here are especially good, having the added advantage of being strictly moderate in their charges. Both the Grand and the Salisbury are much frequented by English people. The former, which has sixty splendid bedrooms, nearly all of which face the sea, also has lovely gardens.

Another quiet little winter station, and one that we can highly recommend, is Ospedaletti, situated between Bordighera and San Remo, the climate of which is especially mild and beautiful. A handsome casino has been built close to the Hotel de la Reine, and below this there is a well-kept promenade, which is alive with visitors at this season. A French company, the Société Foncière Lyonnaise, has expended large sums of money in the development of the town. A strong point in favour of this place, and one which no doubt will appeal to many, is the extremely moderate tariff asked by the hotels, living *en pension* is obtainable from five francs a day. Including the hotel already mentioned, the Métropole and the Royal are all first-class.

THE HANDSOME CASINO AND PROMENADE AT OSPEDALETTI.

Separating the Riviera di Ponente and the Riviera di Levante is the town of Genoa, the principal commercial city of Italy. Genoa, although extremely interesting from the sightseer's point of view, is not regarded in the light of a winter resort to any extent. No traveller who stays at any of the places named in this article should omit Genoa, which, approached from the sea, is said to be one of the most imposing panoramas in the world. It certainly is very beautiful.

The Eastern Riviera, or Riviera di Levante, as it is called, perhaps because it is a little farther away, is not so much visited by English people as the former; yet it will be found to contain a great many charming spots suitable for winter residence. For example, there is Rapallo, situated on the banks of the Tigullia, which is fast becoming a favourite health resort among the English. Ever since the Mediterranean fleet frequented these waters, Rapallo seems to have been much sought after by English people; it enjoys both a winter and summer season, and is an unrivalled excursion centre. The hotels, of which the Grand, the Beau Rivage, the Royal, and the Savoy are the best, are by no means expensive. Rapallo has a delightful casino on the seashore, and forms the centre of attraction of the English colony. The winter season is now in full swing, and already a large number of distinguished visitors have been seen there. The English church, now being built, will probably be completed towards the end of the season.

Another place on this part of the Riviera which possesses undoubted charms for readers of this paper is Spezia, which contains the principal Naval harbour of Italy. The Royal Dockyard, the Marine Artillery magazines, and the torpedo station are among the principal objects of interest. Spezia is most picturesquely situated and is a favourite winter residence with English and Americans. The excursion to Portovenere may be easily made from this point, either by road or by steamer.

Another small town that those in search of a mild winter climate would do well to consider is Nervi, about 6½ miles from Genoa, reached by tram or train. Levanto, a town about twelve miles distant from Spezia, is practically new in the ranks of health resorts. It is a charming spot, and what is more, boasts a first-class hotel in the Grand, which faces south and has a lovely garden.

From Genoa there are two excursions which call for special notice. One is to Quinto al Mare, twenty minutes distant by rail, or forty minutes by electric tram. Quinto, which is the nearest winter health resort to Genoa, is highly recommended by medical authorities, and many English people spend the winter there. The Grand Hotel, Quinto, overlooking the sea, is a most comfortable home-like place to stay at. The other excursion is to Santa Margherita, about an hour's ride by train from Genoa. The country here is extremely fertile, olive, palm, chestnut, orange, and lemon trees growing in abundance.

QUERIES AND REPLIES.

SUITABLE ENGLISH RESORT FOR DELICATE THROAT (NORTH COUNTRY).—You would doubtless find Sidmouth, in South Devon, a very suitable place; it is in many respects preferable to Newquay. If you follow our columns "Round the World," you have probably read of this place, as we devoted two pages to Sidmouth in a recent issue. Further information will be readily supplied, free of charge, if you write to Mr. W. H. Hastings, the Manor Offices, Sidmouth.

SUITABLE SWISS RESORT FOR DELICATE CHEST (OFFICER'S WIFE).—Both Davos and St. Moritz have a high reputation for chest diseases. Other places which can also be recommended are: Wiesen, in the Davos Valley, at an elevation of 4,760-ft., is quieter and prettier than Davos, and gets a larger amount of sunshine. Arosa, which is higher than Davos, and sunnier than both Davos and St. Moritz, is reached by diligence in five hours from Chur. The Hotel Kulm is indeed one of the finest hotels in Switzerland, and that is saying a good deal. The terms are from 12½-fr. a day. The Hotels Steffani and Caspar-Badrutt are cheaper, but also well recommended. You would doubtless be able to arrange terms for a stay of the duration you mention.

OPERA SEASON AT NAPLES (V.V.).—The season at the San Carlo Opera House, which will open as usual at about this time of year, is expected to be signalised by a revival of the fame of the old stage which has produced so many world-famous singers. The management has secured, among other novelties, Franchette's "Germania" and Cilea's "Adrienne Lecouvreur." The last-named composer, who met with so much success at Milan lately, is a Neapolitan, and was brought up by the Naples Conservatory. The opera is almost a revelation for foreigners, as introducing to them a new and young composer who has already been placed in the front rank of Italian maestri. The "Germania" interests all lovers of good music by its affinity with German compositions. Among the artistes already engaged are the ***prima donnas*** Berlendi, Strakosch, Cruceniska, and Timrots, and the tenors Anselmi and Bonci. Signora Berlendi is young, and promises to become a *diva*; Anselmi began his brilliant career at the San Carlo some time ago; Bonci is known all over the civilised world as one of the most celebrated tenors. The baritone De Luca, and the soprano Shibando, who will also form part of the company, have already won laurels at Milan. The outlook for the Naples season, therefore, is of the best.

WHEN TO VISIT ST. PETERSBURG (J. J. C.).—Winter is for many reasons preferable to the summer for a visit to the Russian capital. One reason—and, indeed, the principal one—is that the festive customs of the Russians are seen to best advantage during the winter. The Russian understands perfectly the art of living in winter, and, notwithstanding the severity of the weather at times, it is astonishing what a pleasant time may be spent there, provided the traveller furnishes himself with plenty of warm clothing. Among the other places in Russia well worth visiting we should mention Warsaw, the Polish capital, with its many wonderful churches, its badly paved and dirty streets, and its splendid river. Moscow, the real capital of Russia, should certainly be seen. It is a town full of Oriental bazaars, and is typical of Russian manners and customs. The best hotels in Moscow are the Continental and the Slavyanski Basaar.

SOME WINTER RESORTS IN AUSTRIA (E. M. A.).—We are indebted to a correspondent for pointing out an error which occurred in our article entitled "Some Winter Resorts in Austria," wherein we stated that Kibsbühel, the favourite place for ski-ing and skating, was on the Arlberg Railway, instead of on the Gisela Railway, between Innsbruck and Salzburg. We should also like to say that Mrs. Allen, who for many years presided over the charming English pension known as Castle Lebenberg, has handed the management over to Mrs. Yates, who will continue to uphold the good name which this pension has earned for itself among English travellers in the Tyrol.

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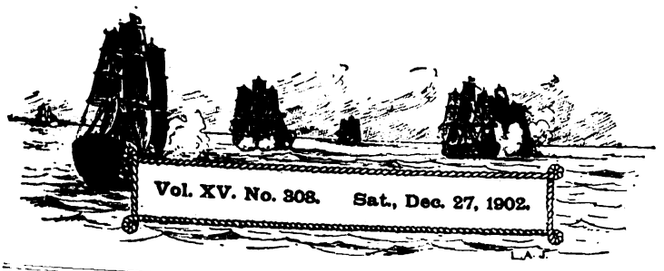

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MEMS. FOR NAVAL AND . . . . . MILITARY MESSES. .

HER MAJESTY QUEEN ALEXANDRA has signified her gracious intention of giving a Christmas dinner on Saturday, December 27, to the widows and children living in London and its suburbs of all soldiers and sailors of the Imperial and Colonial Forces who lost their lives during the South African War, or who have died from the effects of service in South Africa since their return home. Her Majesty desires, in this the Coronation year, to express her heartfelt sympathy with those who have suffered the cruel bereavement of war, and to wish that happiness and comfort may, with God's blessing, be theirs in the coming year. Her Majesty has also generously arranged to defray the expenses of her guests in going to and from the dinner.

The committee of the Missions to Seamen, of 11, Buckingham Street, Strand, wish to invite the co-operation of ship-owners in the revival of the ancient custom of the sea of holding Divine worship in cargo ships on long voyages. In many British cargo ships the captains themselves, to the great comfort of their crews, conduct Divine worship on Sundays. In other cargo ships this is done regularly by one of the officers, or of the engineers, or of the apprentices, or by others on board with their captain's consent. In some of these vessels united prayers are offered daily, with excellent effect on the happiness and *morale* of their crews. The Missions to Seamen has been generously helped by the S.P.C.K. to provide 500 neat and convenient "service boxes," containing Bible, Prayer and hymn books, for issue to merchant ships, at 18s., 23s., and 35s. respectively. They regret that they are not in a position to offer these gratuitously, but they will be only too glad to be of use in procuring them at the prices named.

The Blotting-Pad Diaries which Messrs. Hudson and Kearns issue are well up to the high standard of excellence one has come to associate with this firm's work. They are very serviceable, and are designed to supply all possible requirements of bankers, commercial men, and private letter-writers. For the former there is the banker's edition, price 8s., with date remembrancer and diary; for the second there is No. 8A, price 7s., offering all that a business man can want; and for the third there is No. 4, price 4s., a most neat and handy writing-table adjunct. But there is no real reason why the banker should only use the pad with which his name is associated. The present writer, who is certainly not a banker, has for several years used bankers' pads, to his own great convenience. Others there are also of equally good manufacture but slightly lower price.

In the new premises which the Imperial Service Club will occupy from January at 128, Piccadilly, especial provision will be made for the ladies. The club's present home at 84, Piccadilly, is too small for the membership of 1,000, which has been fully made up to represent the South African Field Force, which is the *raison d'être* of the club, and the prosperity of the club has caused Lord Rosmead's committee to seek a house with sufficient elbow room. The great house, with its fine rooms, is to be one of the best furnished clubs in London, with sixty bedrooms and suites of apartments for each set of requirements, and leading from and into each chief room, dining, smoking, writing, etc. Ladies will be admitted as guests of members for dining, afternoon tea, and lunch, and they will have special rooms exquisitely furnished and distinct from the members' rooms, and with a separate stairway. The £20 entrance may be increased to £30, and the present high social qualifications will be strictly exacted for admission. Every branch of the defence Services is represented, the ratio being—Regulars 55 per cent., Yeomanry 15 per cent., Militia, Volunteers, and Irregulars 10 per cent. each.

At a meeting of the Council of the British Empire League, in No. 12 Committee Room at the House of Commons, presided over by the Earl of Onslow, the following were elected members of the Council: The Earl of Hardwicke, General Lord Grenfell, Lord Hillingdon, Lord Kinnaird, Mr. Charles Scott Dickson, K.C., M.P., Hon. Thomas Cochrane, M.P., Admiral Sir James E. Erskine, General Sir Richard Harrison, Colonel Sir Thomas H. Holdich, Sir John Jackson, Sir Elliott Lees, M.P., Sir William MacGregor, Rear-Admiral Hon. Victor A. Montagu, Colonel Thomas D. Pilcher, Sir Richard Douglas Powell, M.D., the Right Hon. Sir West Ridgeway, Sir William Robinson, Sir Walter Sendall, and Sir Charles Tennant. A vote congratulating Lord Tennyson upon his appointment as Governor-General of Australia, and appreciative of his patriotism in thus serving the Empire, was unanimously agreed to. Lord Onslow moved the resolution: "That this Council regards with satisfaction the outcome of the recent conference between the Secretary of State for the Colonies and the Prime Ministers of the self-governing Colonies as a substantial and practical contribution towards the closer union of the Empire." The resolution was unanimously agreed to.

We have received from Messrs. Dean and Son of 150A, Fleet Street, the new edition of "Debrett's Peerage, Baronetage, and Knightage Illustrated for 1903," which has been thoroughly revised, and contains a very large number of valuable additions; in fact, the book is now as complete as it is possible to make it. It may be pointed out that in connection with a large number of requests for something of the kind a thin paper edition of "Debrett" is now being published, bound in limp morocco, which is only half the weight and thickness of the ordinary edition, the price of which is 50s. This should prove a great boon to those who desire something not quite so cumbersome, and which can be easily taken with them in their journeyings.

We regret to announce the death of Sergeant-Major W. J. Poole, late of the 69th Regiment, who died on November 29. He had been in the Army 25½ years, and had been on foreign service nearly seventeen years, in Malta, the West and East Indies. After leaving the Army, he acted for twenty years as Sergeant-Major of the 1st V.B. Hants Regiment at Winchester, a position which he filled with the greatest satisfaction to all concerned.

Darjeeling is comparatively deserted. The Government officials and almost all visitors have gone down for the cold weather, and the winter season is well set in. The gayest days of the Amusement Club are over until next year. But it will still do its best to provide entertainments for those who are left behind, and it has a very good honorary secretary in Captain Welch of the King's Own Scottish Borderers, who has promised to carry on all necessary work during the winter. The club has made many improvements of late, and has now succeeded in getting together a very good library, which is greatly appreciated. Electric light has also been put along the road to the church and the Amusement Club, the expenses being borne by the latter and by the church authorities; and a new ballroom and new dressing-rooms are now under consideration.

Mr. Brodrick's wedding promises to be one of the most brilliant of the New Year, and it is very probable that many members of the Royal Family will be present, including Princess Christian and her daughters, with whom Lady Jeune and Miss Stanley have been intimate for some time past.

An interesting engagement just announced is that of Lady Sybil Primrose and Mr. Grant of the Coldstream Guards, son of Sir Robert Grant. Amongst others that have recently been announced is also noted that of Mr. Mark Kerr, the Cameronians, son of Mr. H. J. Kerr, of The Haie, Newnham-on-Severn, and the daughter of the late Mr. Richard Pine Coffin and of Mrs. Pine Coffin of Portledge and Kenwith, Bideford, North Devon. Major Ernest Makins, D.S.O., Royal Dragoons, will on January 31 be married to Miss Florence Mellor; Captain B. Atkinson, Royal Horse Artillery, and Miss Letitia Norman will also be married quietly in January; Captain H. W. Higginson, 2nd Battalion Royal Dublin Fusiliers, son of Colonel Higginson, C.B., will be married to the daughter of the late Mr. James Brown, J.P., of Orchard, Carluke, N.B.; and on January 15 will take place the wedding of Miss Edith Halsey and Captain Granville, 3rd King's Own Hussars.

The Sirdar Rubber Company, of London and Dublin, the well-known makers of the patent "Buffer" tyres, which were fitted to the State coach used in the Coronation Procession and the Royal Progress through the City, have received a Royal Warrant appointing them rubber tyre-makers to His Majesty the King.

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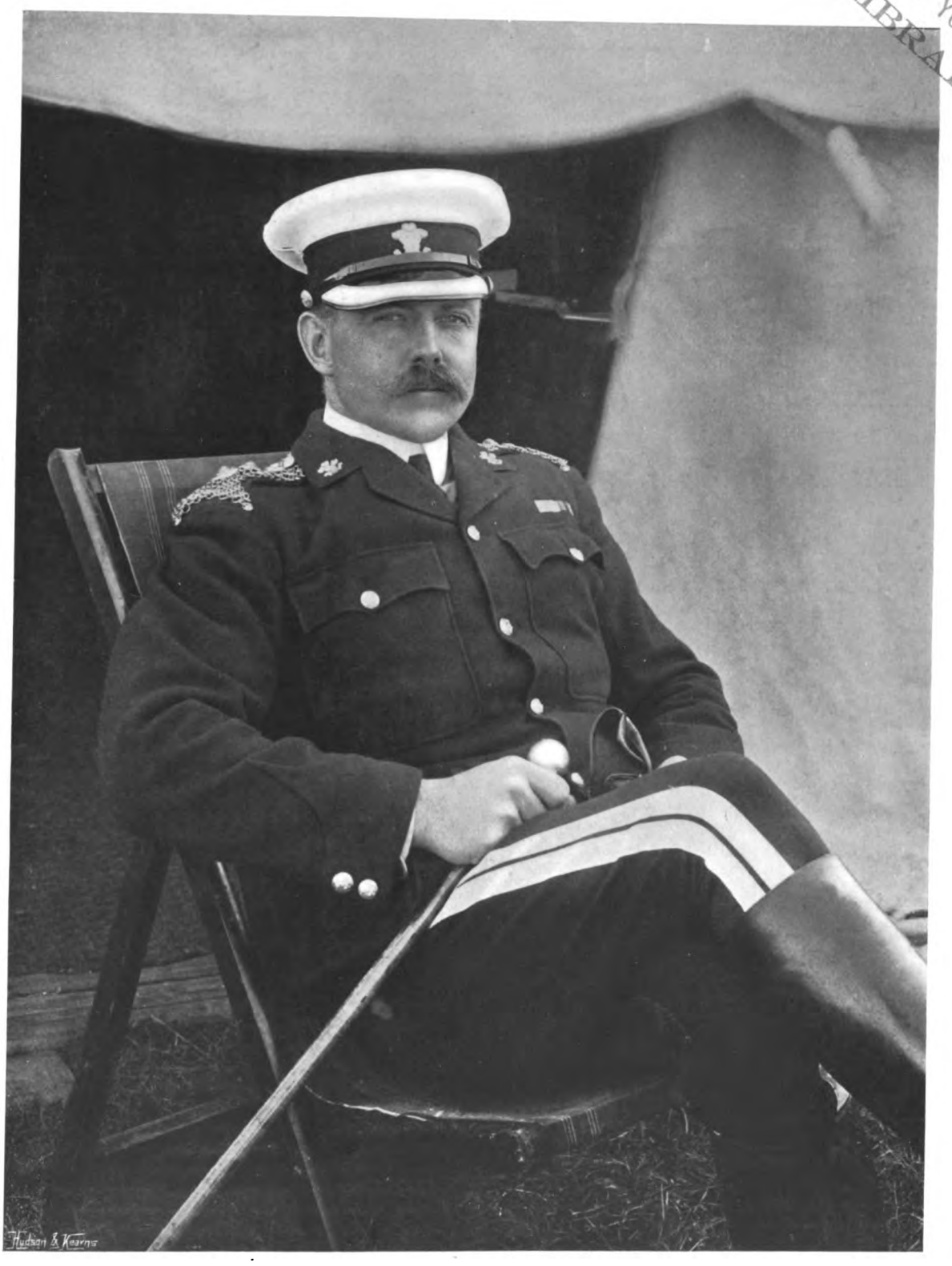

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THE RIGHT HON. W. H. LONG, J.P., D.L., M.P.

Lieutenant-Colonel Walter Hume Long of the Royal Wiltshire Imperial Yeomanry (Prince of Wales's Own), which regiment he has commanded since 1898, is most popular with both his brother officers and with the men. Since his appointment as Colonel Commanding he has done much good work for the corps, improving the standard of the regiment considerably. He was elected M.P. for North Wilts, 1880-85, for Devizes Division from 1885-92, for West Derby from 1892-1900, and for South Bristol in 1900, which constituency he still represents.

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A PICTORIAL RECORD OF THE WORLD'S NEWS.

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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

Publishers' announcements and books for review should be addressed direct to the Editor of the NAVY AND ARMY ILLUSTRATED, *20, Tavistock Street, Covent Garden.*

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THE NAVAL . . . EDUCATION SCHEME.

THOSE who found time on Christmas Day to sit at home and read their newspapers had the opportunity to master the details of a scheme of very great importance. For a long time it has been known that the Admiralty were considering the question of Naval officers' training. Whether this would have received such careful attention if no personal grievances had been involved in it, no one can say, though all can hazard a guess. For our part we doubt it. In this country we have unfortunately got out of the habit of looking ahead. We are accustomed to let things slide as long as possible, until some individual or collection of individuals stirs up an agitation and compels something to be done. Still, we must not detract from the great credit due to Lord Selborne for the statesmanlike manner in which he has handled this difficult problem. A weak Minister, only anxious to avoid taking any definite step, would have done his best to shelve the questions arising out of the grievances of the Engineer and Marine officers. He would, at any rate, have contented himself with putting a patch or two upon the existing state of things, with rigging up a jury mast, with arranging a compromise for the time being. Lord Selborne approached the matter in a very different spirit. He made an effort to "see it steadily and see it whole." He saw that it was a matter of urgent importance to the Navy, and therefore to the nation, and, by consequence, to the Empire, and he has produced an admirable scheme which reconciles wise theory with possible and useful practice, and which has the merit, rare in British policy for many years past, of dealing with a large reform in a large-minded way.

There were three possibilities of action in this matter of the training of Naval officers, particularly of engineer officers. One was to give the present engineers executive rank and otherwise to let the system go on as before; the second was to insist on all engineer officers being educated together from an early age and being passed into the Service just as executive officers pass in from the "Britannia"; the third—in our view the most sensible—was the plan which the Admiralty have adopted, and which provides for the education of all Naval officers—executives, marines, and engineers—on the same plan. It is not necessary here to set out the details of the scheme, nor need we consider very closely the difficulties which stand in the way of carrying it out. There are difficulties visible, and others will show their heads without much doubt when the plan begins to be put into practice. But the courage which Lord Selborne has shown in drawing up the scheme, and in taking the advice of those best qualified to give him assistance, will carry him over these difficulties; and we firmly believe that the reforms outlined in his very interesting memorandum will have a lasting effect for good.

It is quite possible that the Admiralty proposals will have to be modified to some extent so far as they relate to the tiding over of the period between now and the time when the new officers shall be ready to enter the Service. The granting of executive titles to the present engineers should help to keep up the supply for the next five or six years. The decision to educate separately the two sets of Naval cadets who will exist for nearly three years removes one objection that would certainly have been raised. But this transition stage is the thorniest bush through which the new arrangement has to creep.

So far the scheme has been received with almost unanimous approval. Such unfavourable criticism as there has been directs itself mainly against small points of minor importance. The general idea underlying the reform commands the acceptance of all who are up to date in their views on education and who know anything about the factors of the problem which the Admiralty had to solve. It is eminently desirable that all Naval officers should have a respectable knowledge of engineering, seeing that the ships in which they serve are, in Lord Selborne's words, "huge boxes of engines." The tendency in education nowadays is to lay more stress than has ever been laid before upon the value of scientific training. Many who are by no means opponents of classical training are quite ready to admit that it is not so well suited to some minds as an education of a more practical, more experimental character. The boy who is really fitted to be a good Naval officer will in all probability possess a mind of this cast. Thus the new system will have the double advantage of giving the Royal Naval cadets the education best suited to bring out their abilities and to give their characters most play; and also of fitting them for their future career. This is a combination which in these days is being sought after by those who direct education all over the civilised world. We are not sure that Lord Selborne's memorandum does not mark a greater advance in the direction of sound educational methods than any measure or state paper of the last half century. It is certainly much more important from that point of view than the Education Act which has just come into operation.

The Marine stays for the present, but it is not difficult to see that his absorption into the Naval officer pure and simple is well within the bounds of probability before many years are past. The new scheme will give him more to do and bring him more into line with his brother officers of the Sea Service. This is all to the good, and will be welcomed by the Marines themselves. Their position will be less anomalous, and their common training with executives and engineers will make them more of an integral part of the Navy than they ever have been up to now. The portion of the scheme which deals with the Marines is entitled, just as much as the rest, to this commendation which we quote from the memorandum and heartily endorse:

> "These changes are far-reaching, and in some respects sweeping, but the scheme which necessitates them is framed in pursuance of a definite policy, is planned on clear lines, is designed to deal with the problem as a whole, and is throughout conceived in a spirit of veneration for all that is best and highest in the traditions of the Service."

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FIGHTING IN NIGERIA.

EARLY in November a disturbance among the tribes in Southern Nigeria was reported at Opobo, and a force of Hausas was sent to restore order. These little frays seldom attract much attention in the Press, yet they are of frequent occurrence, the condition of the country being very unsettled, even at the best of times. The particular offence this time was raiding, a common form of amusement with the natives, but on more than one occasion truculent tribes have closed the mail route and threatened to kill any white men and soldiers who appeared. When this happens somewhat stern repressive measures have to be taken; but for raiding a couple of hundred men and carriers nearly always suffice to restore order, for it is seldom that any serious opposition is encountered. Generally, however, in order to make sure of the quarry, the officer in command makes a couple of forced marches (or more, of course, if necessary) and comes upon the marauders suddenly and unexpectedly.

The destruction of native villages is a great factor in the punishment, but tender-hearted folk at home need not cry out about "methods of barbarism!" As one of the accompanying illustrations shows, the houses in these parts are very loosely and easily put together, and the punishment does not consist so much in having the home destroyed as in having to build a new one, for niggers in Nigeria are, despite the good old proverb, as lazy as can be found anywhere, and hate work of any sort. Sometimes as many as twelve "towns" will be razed to the ground by one expedition, and yet the total of casualties will not exceed a score and a-half.

Last week news was received that a further Ju-Ju had been discovered and reported at Oweri, more ancient even than the famous Long Ju-Ju which the Aro Expedition suppressed twelve months ago. The expedition reached Oma Nahah on the morning of November 17. Sharp fighting ensued, the chiefs sending back a most defiant message to a demand for a palaver. The Maxim which the force had with them did good service, but the enemy kept well out of sight. Fighting lasted altogether for nearly six hours, but only slight wounds seem to have been received by the British troops. As there did not appear to be much chance of getting food and water, the force retired, and further preparations were rapidly made for the effectual suppression of the rebels. In order that the whole tribe should be captured, it was decided that Oma Nahah should be attacked from two sides, but up to the time of writing the results of the movements of the force have not been reported.

Officers of the West African Frontier Field Force do not, unfortunately, get very much spare time for writing, or they could send home some strange stories of life in the Hinterland. The tale of the massacre of Mr. Phillips's party at Benin and the subsequent disposal of King Duboar is now old history, but it is history which is repeating itself on a small scale every two months or so. Wholesale murder is not perhaps quite so rife as it was at that time, but life is by no means comfortably safe in certain parts, even in these enlightened days. The increase of trade, however, is rapidly improving the condition of affairs, and what was once the worst human shambles of Africa is becoming to a certain extent civilised. There can be no doubt that this is due in a great measure to the various men who have gone out there both in military and civil command of affairs, and to the wholesome fear the natives entertain for the Hausa troops.

TREE-CLIMBING EXTRAORDINARY.
The way natives of Nigeria "shin up" a tree.

A NATIVE CLEARING.
Plenty of these are to be seen in the vicinity of the villages.

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READY TO MARCH.
Men of an expedition leaving a dismantled village.

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A NAVAL PICNIC.

THE PARTY *EN ROUTE.*
"Formidables" off to the scene of festivity.

A MUSICAL DINNER.
Jack preparing for a hearty meal.

Photos Copyright. "Navy & Army."

WHERE ROYALTY HAVE TROD.
Making themselves at home at the Palace.

PERHAPS one of the most enjoyable phases of Naval life is that of picnicking, which, although it is seldom indulged in at home, is thoroughly taken up and looked forward to when in foreign parts. The Mediterranean, more perhaps than other stations, is one in which picnicking is looked upon as a regular thing, and presents most favourable opportunities for excursions of this kind. Of course it must be quite understood that other stations besides this have their picnic parties, which are enjoyed just as much, only the conditions are hardly the same.

These picnic parties are usually instituted on Sundays, when, after Divine service is over, the boats are lowered and pulled ashore to some quiet nook or secluded glade, which has doubtless been well reconnoitred beforehand by an "old hand" at the game.

The pictures which we are able to produce on this page will give the uninitiated reader a clear idea of how heartily Jack enters into the fun of the thing, and how thoroughly he enjoys himself on a little outing of this kind. In the first illustration, taken during a halt on the road, will be seen the whole of the party, which, as will be noticed by the prominent display of mandolines and banjoes, is not deficient in the musical element. These men are all from the "Formidable" when on a recent visit to Corfu, and are composed of Chief and First-class Petty Officers. It will be noticed that the man in front of the picture on the left is evidently trying to "strike an attitude" for his photograph, which appears to amuse Jack standing just behind him, who has an expression on his face seeming to say, "Yes, I think you'll look all right in the picture." In the centre of this group, too, will be noticed the crest of the "Formidable," which is said to have originally been derived from the battle of Dominica, in which the old "Formidable," during 1782, played a somewhat prominent part.

Our second illustration requires little description. It will easily be seen that a goodly array of provisions has been set out in readiness for the "Formidables," who have evidently taken their seats to enjoy themselves, and as events turned out ample justice was done to the good things provided. In this picture also will be noticed a band of native musicians who have been engaged to play during dinner and liven up any who may have become dull, although, judging by the pleased and contented expressions on their faces, there seems to be little need for this display of native talent. Finally we show the picnic party on the steps of the palace of the late Empress of Austria. This palace, it may be mentioned, is the centre of attraction to visitors to this part of the Ionian Isles, and certainly it is well worth a visit.

During the afternoon a most enjoyable time was spent, and on the return to the ship all concerned unanimously expressed themselves as having spent a "great" day. We say day, for the start was made at eight o'clock in the morning, and it was not until nearly 11 p.m. that the party returned.

The fact that the Bluejackets and Marines of the present day can enjoy themselves in this rational manner affords the best evidence of that change to which the First Lord of the Admiralty recently referred when he said: "It is no disparagement to the splendid fighting qualities and the daring seamanship of the sailors of bygone days to assert that the lower deck of to-day has added to its fame for handiness and discipline a character for sobriety and respectability previously unknown."

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KING'S ROYAL RIFLES.

1ST CADET BATTALION.

THE 1st Cadet Battalion King's Royal Rifles took possession of its new headquarters in Sun Street, Finsbury, in July last year, and few Volunteer corps can boast of better accommodation than is provided for its members in the way of officers' and sergeants' mess, canteen, armoury, Morris-tube range, gymnasium, etc. The corps was first formed some twelve years ago, and since that date has had a most successful career. It owes its origin to its present commanding officer, Colonel Freeman-Wills, who is very popular with the whole battalion. The present establishment of the corps consists of eight companies, in addition to which there are bearer and cyclist companies, together with machine-gun and signalling sections, all of which have been brought up to a very high state of efficiency. As regards bands this battalion is fully equipped. It possesses a most competent brass and reed band, which, during the summer months, plays for the London County Council on one of their numerous band-stands, a bugle band, drums and fifes, and pipers. Surely few Cadet battalions or Volunteer corps can boast of such a musical element as this.

The members of the battalion are not lacking in patriotism, as the fact that over one hundred of its members volunteered and were sent to the front during the late war will show; and the commanding officer of the City Imperial Volunteers, on his return to England, wrote to the colonel congratulating him on the manner in which the men had behaved, and saying how greatly he had been impressed by the high standard the Cadet detachment had shown.

Three or four years' military training at the period in life when a large amount of leisure time is available, and when youths enter heart and soul into such pursuits, and need very little or no compulsion to attend a fortnight's annual camp and other outgoings, makes soldiers of them second only to regulars, and, indeed, some of the tall, well set-up youths who pass in and out of the entrance-hall at headquarters would do credit to any Volunteer regiment in existence.

Much of the smartness of the Cadets is due to their having passed through the hands of Sergeant-Major C. Greenwood, previously colour-sergeant and sergeant-instructor in the 1st Grenadier Guards, who takes a great interest in his "boys" and the battalion as a whole, and therefore endeavours to turn out the recruits who come under his tuition as smart as he possibly can.

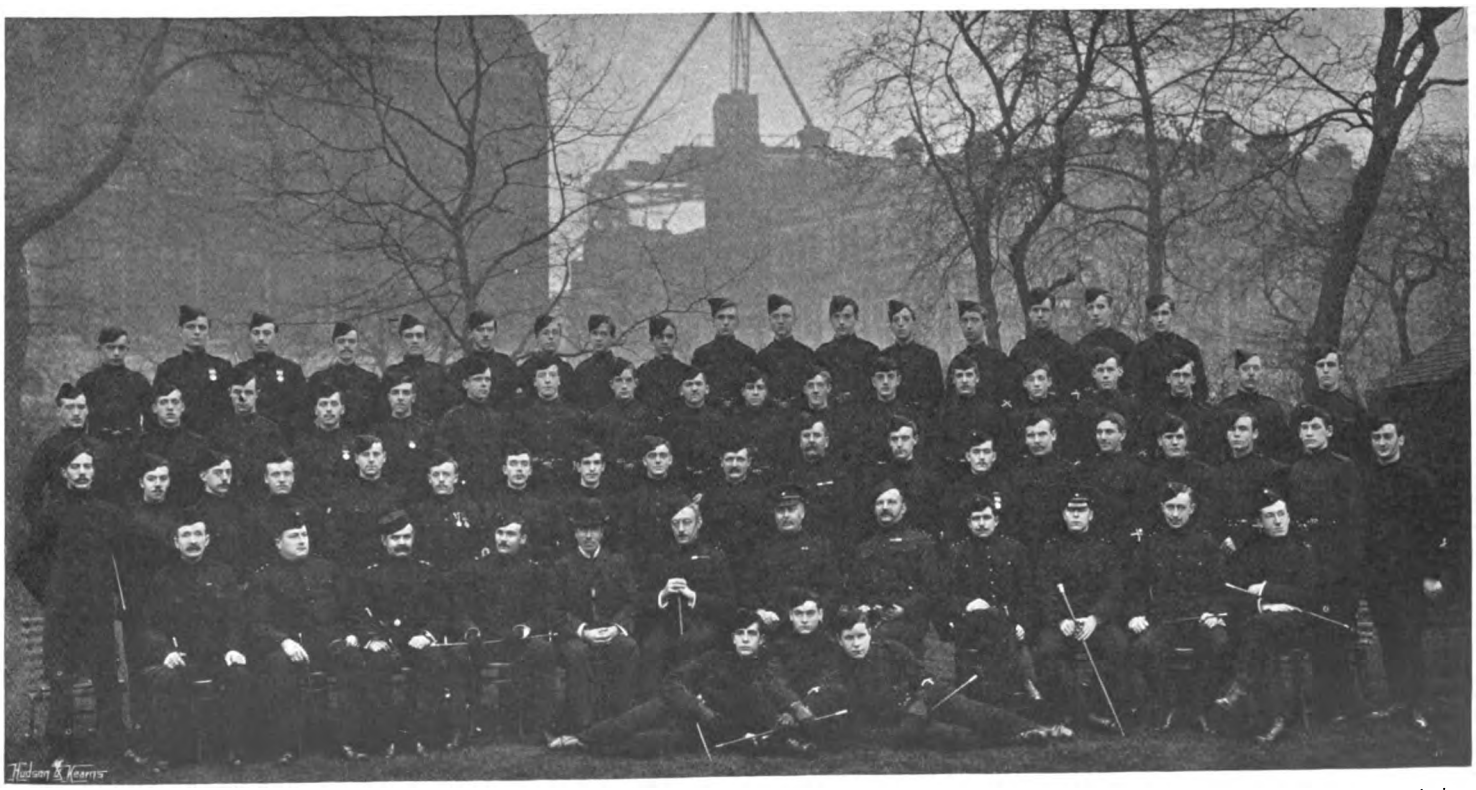
The non-commissioned officers take a very great interest in tactical studies, and lectures are held weekly, for which Colonel Wills is in the habit of making a large plan in sand, representing a portion of country, in which hills, woods, rivers, villages, etc., are all shown on a miniature scale, illustrating the subject chosen for the lecture. That these lectures are valuable there is not the slightest doubt, and the fact that Cadets from this battalion who afterwards join the Regular Army are soon promoted, proves the knowledge that is obtained from them. The corps has at the present time four sergeants in the King's Royal Rifle Corps and several non-commissioned officers in almost every branch of the Service.

STRETCHER WORK.
A squad at drill.

With regard to its ambulance work, the corps has attained remarkable success, having five times won the Hamilton Challenge Bowl and ten times in succession gained the best man's prize in the Home District Ambulance School of Instruction. A number of trained and certificated Cadets were sent from this battalion to nurse and attend the sick and wounded in South Africa during the late war, thus showing that practically as well as theoretically the Cadets can prove their usefulness.

Having been served out with Lee-Enfield rifles, the 1st Cadet Battalion King's Royal Rifles put in an appearance last summer at Bisley, and in the competition for the *Daily Telegraph* Cup held a very good position, over the heads of a number of teams representing Regular and Volunteer regiments, and, although not carrying off the prize, came out of the competition with very great credit.

Colonel W. Watts, C.B., who has acted as adjutant to the corps for several years, has recently offered a challenge bowl for competition by Cadet battalions, and this has been accepted by the National Rifle Association, and will be competed for next June, when we may be sure that his own battalion will give a very good account of themselves. The other field officers are Lieutenant-Colonel R. Holden and Major George Manners, and the corps has the honour of having among its officers a V.C. man in the person of Surgeon-Lieutenant-Colonel Reynolds.



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OFFICERS AND NON-COMMISSIONED OFFICERS OF THE BATTALION.

The names of the officers seated in the front row, beginning with the second from the right, are as follows: Capt. W. D. Goatly, Dr. R. Roche, Lieut. C. R. Wilde, Capt. M. P. Molesworth, Lieut.-Col. R. Holden, Lieut.-Col. Freeman-Wills (officer commanding), Lieut.-Col. W. Watts, C.B., Capt. H. Vielleville, Lieut. W. S. M. Green (cyclists), Lieut. K. R. Wilson, and Lieut. B. E. Sergeaunt.

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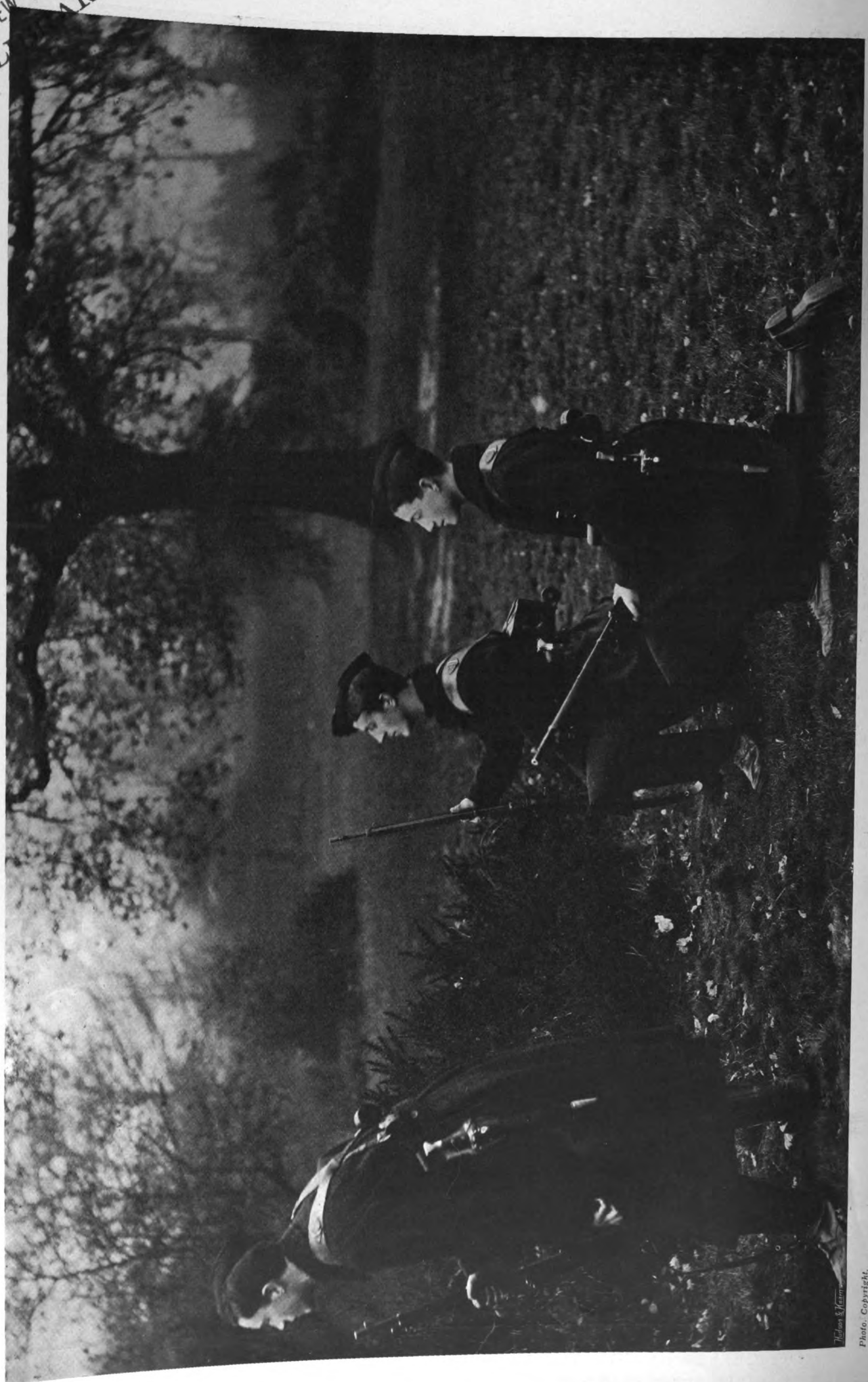

THE CADETS OF THE KING'S ROYAL RIFLE CORPS SCOUTING.

The members of the battalion take a very keen interest in their work, and have been well trained, taking advantage of all possible cover.

"Navy & Army."

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OUR HARBOURAGE AT ESQUIMALT.

THE SEA-POWER OF THE NATIONS.

A Record of Policy and Progress from Week to Week.

By JOHN LEYLAND.

DURING the sharp spell of hard frost we read a great deal in the public prints concerning real distress in some parts of the Metropolis and the large towns—of children in the poorer quarters, barefoot and in rags, going breakfastless to school, and having little prospect of dinner when they returned. That hideous nightmare of the unemployed was with us once more. In a wealthy suburb of London, and in a road where the houses range in rental from £100 to £250 or more, a melancholy spectacle was presented to me in a procession of weary, sullen men, heralded by a drum and bearing a piteous banner, soliciting from their wealthy neighbours the means wherewith to buy bread. By computation there were 200 of them, and their cause was that of several hundreds more. And yet the times were not evil; the country was at peace, the industries were generally prosperous, and the stress was not anywhere very acute or severe. To the philosophic observer there is suggestion in these things. He asks himself what would happen in time of war if raw materials failed to reach our shores, if manufactures depending upon them could not go on, if food supplies were cut off, or even if a fear existed that they might be interfered with, if the loaf rose to sixpence, to a shilling, even to half-a-crown? Imagination supplies the terrible answer. These men, in their countless thousands, no longer merely weary and sullen, would be angry and threatening then, and there is no reckoning with a savage and hungry crowd grown to the dimensions of an army. There would be no time for the splitting of economic straws with famine-stricken men, for, as one writer trenchantly put it, there is no arguing with an empty belly, and for the national wound of want and social anarchy disastrous peace could be the only panacea.

This is a Naval question much more than an economic one. Thus M. Paul Fontin, in the *Revue Maritime*, whom I recently quoted, bases the whole of his argument as to the method of attacking this country—*le colosse aux pieds d'argile*—upon the vulnerability of our raw materials and food supplies. The British Empire League is doing an excellent thing in moving the Government to make an exhaustive enquiry as to whether "the best possible provision at present exists for safeguarding the food supply of the United Kingdom in the event of war, a subject which the British Empire League desires to see kept prominently in view." It could devote its energies to no better purpose. Certainly it is encouraging to know that there has been instituted lately in the Intelligence Department of the Admiralty a commercial branch, to which a consideration of this supremely important matter will naturally fall; and Lord Charles Beresford, at the meeting of the British Empire League which adopted the resolution referred to, said he was emboldened by Mr. Balfour's statement that the Cabinet had taken up earnestly and determinedly the question of Imperial Defence as a whole to see some blue water ahead. Let us by all means take measures for safety in time of peace.

The British Empire has many resources, and it is to the development and organisation of these, in view of war, that we must look. There are those who assure us that the rich growing lands of Ontario, Manitoba, the North-West Territories, and other parts of Canada are capable of supplying us with all the corn we require. Into this matter it is not necessary for me to enter in detail, but if the statement be even approximately true, there is certainly ground for much confidence. Canada is undoubtedly exceedingly rich in produce of many kinds, craving for large development indeed, and it should certainly be possible to establish such a Naval guard of the whole route from the St. Lawrence that commerce thereon would be practically secure from attack. The task would be far simpler at any rate than that of giving protection to many various avenues of food supply, and from this point of view we are led to recognise a very high strategic advantage in the position of Newfoundland. That country has been described as the halfway house of the Atlantic, because it runs out into mid-ocean 600 miles further east than any other part of the American continent, and lies upon the track of the ocean steam-ships, Cape Race being the great landfall of Atlantic liners. Such a position, pointing to Europe on one hand and dominating the St. Lawrence on the other, must be of first-rate Naval importance. From the island harbours might issue vessels which would control the whole trade in that important region of the globe. We must, therefore, make much of Newfoundland, and bind it fast in the links of our Imperial chain. It would never do to allow any Power to seize a base there.

To issue from the St. Lawrence it is necessary to pass either through Belleisle Strait on the north or Cabot Strait on the south, and St. John's is a magnificent land-locked harbour, capable of being made one of the finest Naval bases in the world, and lying about equi-distant from the two pathways from the St. Lawrence. Here is the largest dry dock in North America, where United States battle-ships have been docked. Nothing can be more important to us at a time when Canada promises to supply us with all the grain we require than to control the route effectively. In this island also ten electric cables touch the shore, bringing the place into communication with both Europe and America, and adding immensely to its advantages as a Naval base.

The island has recently been brought into public notice by the measures taken for the creation of a Naval reserve there, and it is not necessary to dwell upon the wisdom of the step, since the Newfoundland fishermen are as excellent recruits as the Navy can ever hope to secure. It is not so well known that while Newfoundland provides in the disputed shore a bone of contention between Great Britain and France, it also occupies a very important place in the relations of Canada with the United States. In the rivalry between the great Dominion and the great Republic the latter, in the matter of fishery disputes and baiting privileges, has been able to play off Newfoundland against the former. The question of bait is the lever which Canada wishes to use against the United States. A very strong feeling has therefore grown up that Newfoundland should be annexed to the Dominion. In fact, almost any terms would be given to bring about federation, which the Home Government views with great favour. But the Newfoundlanders, knowing the mineral and

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other riches of their country, and holding tenaciously to their political advantages, have not yet taken kindly to the idea. It would tend greatly to the prosperity of Canada if the union were brought about, but it is as much upon Naval grounds as upon any other that federation is desired. The Canadians cannot shut their eyes to the fact that the island, lying at the very mouth of the St. Lawrence, dominates the Canadian ocean trade, and that, if it should ever be occupied by a hostile force, or an enemy should seize a base there, Canada would be threatened with commercial paralysis and with disaster that would be immeasurable. This consideration emphasises the very great strategic importance of Newfoundland.

There is good reason to hope that the Admiralty recognises a certain advantage which we possess in the richness of Canadian agricultural produce, protected in its export to the United Kingdom by the position of Newfoundland, with the possibility of the establishment of a strong Naval guard on the route to the British Isles. Here, at least, is one of the matters to which the commercial branch of the Admiralty and the Government may profitably direct enquiry. The impetus given to increasing the railway facilities within the Dominion and to the development of larger maritime relations with the Mother Country is a favourable factor in the problem. Much may also be done to improve the position of Newfoundland, which also has immense material advantages, not only in its prolific fisheries, but in its iron ores, which are among the finest in the world. The proximity of the island to Europe should enhance its value in the eyes of capitalists, since its ores could be shipped easily across the Atlantic, while a great future seems promised in the shipping of fish by cold storage. Thus Canada and Newfoundland together, by the richness and value of their export of grain, cattle, farm produce, fish, and minerals, promise to become a most valuable support to the British Isles. What is needed is to bring about their organisation for defence in time of peace, to secure federation if possible for greater security, and to increase their Naval resources, so that their ports may become, in the widest sense, adequate bases for the Fleet. Then it will be within the means of the Naval authorities to promise practical security for the commercial route, and thus the spectre of famine may be laid—the problem of food supply be in a great measure solved. This, at least, is a direction in which much good work may be done.

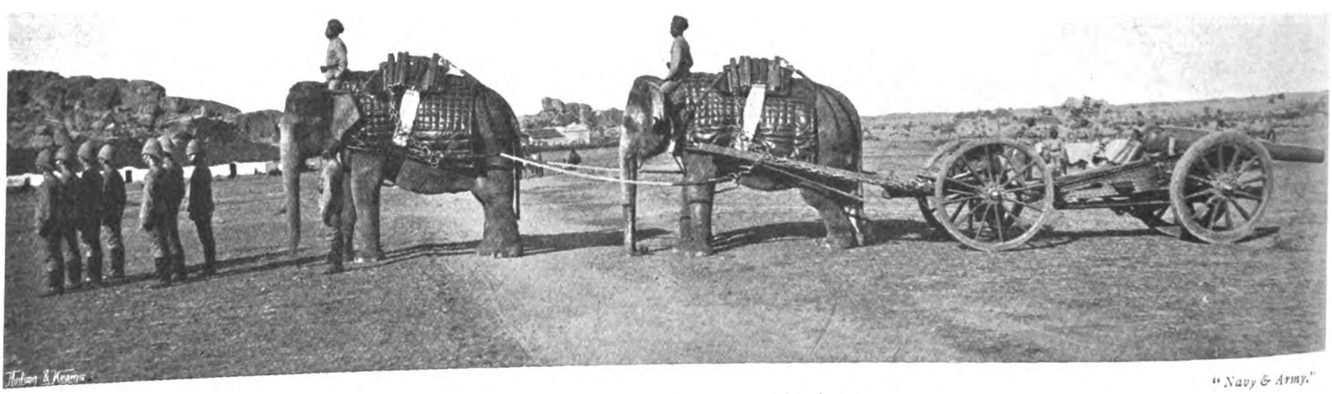
LORDS OF THE HAND.

A POWERFUL plea for the stricter preservation of the elephant, both African and Asiatic, is put in by Sir Edwin Arnold in one of his most recent articles. Sir Edwin waxed enthusiastic on the magnificent show which these colossal beasts would present at the grand Durbar, and pointed out that no more fitting conveyance could be found for the representative of the Emperor of India, and for his Royal brother, than the great state elephants which carried Lord Curzon and the Duke of Connaught at the Proclamation. There was, no doubt, such a show of elephants at Delhi as has perhaps never before been seen, or certainly such as has not been seen since the days of Aurungzebe or Akbar the Great. There is equally no doubt that this great link with the antediluvian period must gradually disappear. Sir Edwin touches only on the sentimental side of the question. Unfortunately in this age all sentiment has to be sacrificed to the utilitarian. In former years the "lord of the hand" has proved of inestimable service both in war and peace. His modern rivals, the traction-engine and the motor, are certain to oust him from his place, except in one particular form of usefulness; no engine or motor will ever replace the elephant as a shikar beast.

Maybe, when handy flying machines are in vogue, we shall be able to skim over the top of jungles, and to make nothing of rivers and nullahs when in pursuit of game; but till that time comes the "hathi" must remain pre-eminent. Who that has shot from a howdah or a pad-elephant will ever forget his first day? You come to an apparently impassable jungle, with thickly-matted creepers and stout branches forming what looks like a solid wall of foliage and wood. A few words from the mahout and the giant trunk seizes the biggest branches and rends them as though they were silken threads, the creepers are torn aside, and a free passage is secured. So on for some miles, and while you are lost in wonder at the power of the sagacious beast, you come to a river-bed with steep and rugged banks. "Now, at any rate, we are done," say you. Not a bit of it. The "lord of the hand" selects a soft bit of precipice, puts out his fore legs rigidly, and, sitting on his hind knees, "slithers" down into the river-bed without even disturbing you in your seat. He ascends the opposite bank, with perfect confidence, by a track that you would think difficult for a goat. Familiarity leads one to expect all these wonders from an elephant, but the first day that one experiences them is always remembered.

Our picture shows two lady elephants in a heavy battery team, a sight familiar to most Anglo-Indians who live in cantonments. For this work the elephant will soon be superseded by the horse—if not by the traction-engine—as he proves, for a thousand reasons, unsuited to the present-day conditions of war.

He was to be seen at Delhi in all the grandeur and glitter of cloth of gold, with his sly little inscrutable eye peeping out through a design beautifully painted on his unlovely face, and we shall pray with Sir Edwin Arnold that every effort may be made to preserve this noble remnant of the past and his African brother.



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A NICE LITTLE TANDEM.

A 40-pounder R.M.L. gun team.

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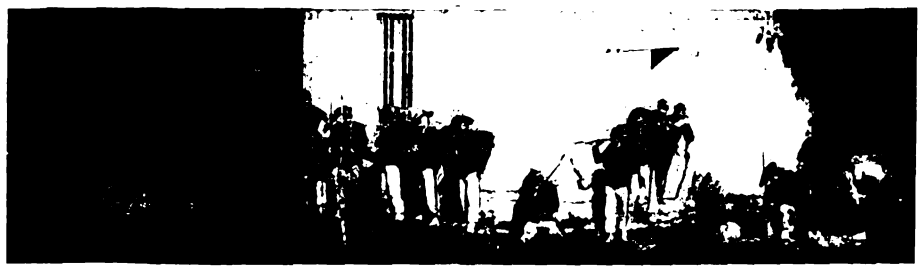

ITALIAN BERSAGLIERI.

CAPTAIN DAVIDSON-HOUSTON,
Who was wounded recently in Waziristan, is an adjutant in the 5th Punjab Infantry. He served also in the Tirah and Tochi Valley Campaigns.

ROUND THE MILITARY CLUBS.

WHAT SOLDIERS ARE THINKING, SAYING, AND DOING.

By RANGE-FINDER.

THERE have been so many serious military subjects of late agitating the military world, that one literally is "tired" of serious protest and suggestion. At the moment when these lines appear the majority of soldiers will be either within reach of the hunting-field or game covert, and for the time being therefore I will turn away from serious matters, and try to relate something which tells of the lighter side of the soldier's life. Recollections! A splendid story occurs to me which is told of General Creagh, recently commanding a brigade in China. The general, as his name would suggest, is a bluff, cheery, outspoken Irishman. Like so many Britons, he has no considerable affection for foreigners. It so happened that he was in command of a mixed force of the Allies in China, and when going his rounds he was passed by two or three small bodies of German infantry. Now the German foot soldier, by way of paying the compliment to a general officer which our troops would execute in a simple "eyes right" or "eyes left," as the case may be, indulges in a gymnastic pantomime. He commences to march with a high step, and, fixing the object of his salutation with a vacant stare, follows him round with his whole head until he arrives at the nearest approach to looking backwards of which the human neck is possible. Two German squads had already passed the general, and had gone through their pantomime, without the slightest recognition of the intended compliment on the part of the general. Then a third and larger body was seen to be approaching. The observant A.D.C. spurred his horse up to his chief and whispered: "Sir, these men are saluting you. You must return the salute, or we shall be having official complaints—international complications and every kind of bother!"

"Really now," answered the cheery general, "I noticed that they all stared at me as if I had a slop-pail for a helmet, but I never thought they were saluting!"

The next story is one which also affects a general officer. It is the story of a past generation, but that does not detract from its humour. During the Mutiny a Gunner called Roddy performed prodigies of valour, for one of which he was rewarded with the Victoria Cross, while for another he was raised from the ranks and given a subaltern's commission. As years rolled on and the Mutiny was forgotten in other wars, Captain Roddy again performed sundry acts of heroism, for which he was allowed to wear a bar on his Victoria Cross—practically synonymous with being twice decorated with this much-coveted Order. And for years, until General Macpherson, I think it was, earned the same distinction, Roddy was the only man in the British Army of whom it could be said that he had won the Victoria Cross twice.

After the prologue we come to our story. During the Afghan War Major Roddy's regiment was in General Maude's Brigade. Maude had the reputation of being a very brave man, in fact, he wore the little cross of bronze himself. At some engagement he had ridden up just behind Roddy's firing line when they were under a rather severe fire. The general saw a little bald-headed major in front of him ducking to the bullets, and showing every desire to place boulders between himself and the enemy. Now this was in the days when the value of cover had not been so appreciated as in the present time, and General Maude, seeing, as he thought, an officer unnerved by the fire, rode forward and remonstrated with him. "My dear sir, you really must not show that you dislike the fire—it is so bad for the men. You will soon get used to it; see, I don't duck and bob about. It won't hurt you; set an example to your men!" "Very good, sir, I will try," came the quiet answer. As General Maude moved off to make his presence felt at some other portion of the field he turned to his A.D.C. and said: "By the way, I wonder who that little bald-headed major was who was in such a blue funk? A man like that ought not to go in for soldiering." The answer came (the A.D.C. couldn't help himself): "That, sir, is Major Roddy, the only man in the British Army who has won the Victoria Cross twice!" The general could only put spurs to his horse.

I will now regale you with another Chinese yarn. During an inspection by General Gaselee of some of the native regiments which had formed part of the relief force and Peking garrison, the general had the native officers up and talked to them. Before dismissing them to their places he asked if any from among them had a complaint to make or would like a question answered. For a moment there was silence, and then a fine old subadar-major, who had fought in the Mutiny for us, and possibly even in the Sikh War before that, stepped up and saluted. Though an old man, he was still as straight as a lance, and the red dye on his beard was hardly needed, so well preserved was the colour of his hair.

"Yes, General Sahib, we have one question."

"Well, what is it, Mohamed Khan?" asked the general, smiling.

"General Sahib, it is this. We have now been fighting in this far-off country for months, and we have seen the soldiers of the whole world. Ever since we were children, and that, as the General Sahib will know, is many years ago, we have heard that the Russians are coming to take India. Now we have seen the Russians here, and we would ask the General Sahib if these are the same Russians of whom the British Government is afraid, and who are to take our country?"

The whole group waited breathlessly for an answer. "Yes, these are the very Russians!" said the general.

"Then," and all the sirdars (officers) spoke with one accord, "let us declare war to-day. We have nothing to be afraid of, and such as these can never take India!"

Perhaps one of the funniest of signalling stories comes from the North-West Provinces in India. A small British garrison had been besieged, and two columns started for its relief. One column was a mighty cumbrous Army, the other a forlorn-hope, which had to struggle, in spite of its chief, over mountain passes which would dwarf Switzerland, and face difficulties knee-deep in snow. But it succeeded, and the garrison was relieved. The relief force remained in occupation of the town which it had relieved for months, and communication, since it was buried in a wilderness of mountain, was slow. When it came near unto summer, rumours of a *Gazette* and honours reached the far-off troops, and the helio and field telegraph plied heavily, demanding news of this *Gazette* for the officers of the relief force. Then a Sapper subaltern at the base determined to stop the overwork caused by these constant demands, and, little knowing that he was dealing with the Principal direct, drew up a bogus list of honours, and signalled it to the far-off relief force. The chief he had raised to the Peerage, and so well had he arranged his handiwork that his message was published in orders, and the

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chief took upon himself the style and title of a baron. Not only this, but he wired the good news to his wife in Simla, and she, believing that her husband had heard direct from the Queen, and that a supplementary *Gazette* would furnish the necessary patent, also took unto herself the style and title of the wife of a Peer of the realm, and maintained the same for nearly ten days. Of the Sapper subaltern—they stopped his promotion and withheld his medal.

MOUNTED INFANTRY, INNS OF COURT VOLUNTEERS.

DEFENCE, NOT DEFIANCE.

Citizen Soldiers in Town and Country.

By TRAINBAND.

LAST week consideration was given to the causes of the paucity of officers in the Volunteer Force. It will now, therefore, be not out of place to examine some of the reasons which have brought about the depletion, which is unhappily only too obvious in many battalions, in the rank and file. Great prominence has been given to this matter by certain sections of the daily Press, and in the journals to which allusion is made the War Office and the new regulations receive nearly the whole blame. As a matter of fact, however, although there is little doubt that the much-debated camp rule has directly forced some men to resign, there are probably many other contributory causes which, added together, are responsible for greater loss than are the new regulations. Nor should it be forgotten that since their first promulgation these regulations have twice been considerably modified, and that many commanding officers have in regimental orders, and by public speeches at prize distributions, etc., pointed out to their men that there is no real reason for immediate resignation, and that if they cannot really fulfil the requirements a loophole for escape will assuredly be found, and they have urged the men not to leave their battalions merely because they happen to have read alarming reports. In spite of such advice nearly all corps show a loss in numerical strength, and it may therefore be presumed that other forces have also exercised considerable influence.

First of these must certainly be accounted the inevitable reaction from the war fever. It may be noticed, moreover, that as the excitement and patriotism which prevailed at the outbreak of the Boer War raised the strength of the Volunteer Force considerably above the normal, so, in obedience to the natural law, the reaction must not only reduce the numbers to the normal, but effect a decrease, as a kind of compensation for the previous augmentation. Recently our existing Volunteer Force has been unfavourably compared as regards numbers with that which was maintained —or maintained itself—during the Napoleonic era. Possibly this unsatisfactory state of things may be largely attributed to the more numerous and cheap amusements which are now obtainable by young men of the clerk or apprentice class. If one of these has been hard at work all day there is no great cause for surprise if he prefers to visit a theatre or music-hall, or if in the summer evening he plays cricket in preference to learning drill. Cheap railway fares and the cult of the bicycle have both done much to increase the pleasure-seeking tendency in young men; and the mention of cricket and football at once suggests Rudyard Kipling's observations on "flannelled fools," to which it is unnecessary here to refer. Greatly as the practice of athletic exercise should be encouraged, but a poor opinion can be formed of that increasingly large class of young men who never play cricket or football themselves, but spend time and money only in watching the performances of the public favourites. It is unpleasantly suggestive of the beginning of the decline of the old Roman Empire, when the manhood of the citizens was sapped, and the only exponents of activity, strength, and daring were the gladiators paid to amuse a voluptuous and decadent people.

In these days, also, a young man of more studious tastes will naturally join one of the numerous associations provided for his benefit, and his bodily vigour will find an outlet in the gymnasium attached to the institution, so that it possibly never enters into his calculations to enrol as a Volunteer. There is, in fact, no end to the examples of counter-attractions which might be mentioned, and Volunteer service naturally presents itself in a less alluring light as the demands on a man's leisure become greater. Yet no blame can justly be put on the authorities for endeavouring to raise the military standard of the Volunteers, for in the twentieth century nothing but a fighting efficiency can be reckoned of any value. The difficulty, in fact, is how to induce men to devote practically all their leisure time, and thereby give up other hobbies and pleasures, to serve their country as Volunteers. Certainly one solution of the problem is to render the Auxiliary Forces more attractive, though it is hard to state what methods should be employed to accomplish the same. It is advisable, in connection with this suggestion, to sound a note of warning that no effort to render the Volunteer Force more attractive must be made if it in any way tends to weaken discipline. The importance of this cannot be overstated, but at the same time it may unhesitatingly be affirmed that life in a well-disciplined regiment is really far more agreeable than life in a corps in which the discipline is slack. Obstacles to brisk recruiting for the Auxiliary Forces are easy to enumerate. Would that it were as easy to discover the best method to overcome those obstacles.

It has recently been decided that the meeting of the National Artillery Association must be reckoned amongst things of the past. It is highly probable that the abolition of the Shoeburyness week in August will really result in gain to the Volunteer Artillery, for its value was really not very great. As the detachments sent to the National Artillery Association meetings were always picked men from the various corps, the extra training they received not unfrequently caused a corresponding neglect of the less smart men, a particularly grave matter for Artillery. For a unit of that branch of the Service can only be judged as a whole, and it has rightly been said that "an Artillery unit in action is never better than the bulk of its gunners." It is understood that the many valuable prizes in possession of the National Artillery Association will be awarded according to the reports of umpires, who will apportion sectional and corps figures of merit, all points being taken into consideration by the umpires in making their award. This should quite counteract the influence of the former plan, by which the awkward men suffered neglect. There are doubtless, however, many old Volunteer gunners who will greatly regret the passing of the "Shoebury week." Somehow the camp at Shoeburyness was nearly always very enjoyable. Far more military in character than the meetings of the National Rifle Association at Wimbledon or Bisley, there always seemed amusement to be found to occupy spare time. Sometimes the work was hard, but it was interesting. There was always plenty for an observant man to notice and learn, and though it may be repeated that the lately-made change is most probably

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for the better, no surprise can be felt on hearing that strenuous efforts had been made to keep alive the old meeting.

That good non-commissioned officers are the backbone of an army has never been disputed since it was first enunciated, and it may safely be assumed to comprehend the citizen as well as the professional army in England. A glance at the programme, just issued, of the winter season's work of the Metropolitan Volunteer Sergeants' Tactical Association will show how thoroughly a number of the non-commissioned officers strive to further their military education. As far as we are aware there are in England only three tactical societies of sergeants—the Metropolitan, the Midland, and the Liverpool—and such good results have been achieved by these that the formation of similar associations in other districts should be favourably viewed. Of the lectures which are being delivered this season to the Metropolitan sergeants, under the management of the Tactical Association, perhaps the most interesting and most useful is that devoted to military sketching. Map reading and military sketching are, indeed, it is to be feared, not sufficiently studied and practised by many even of the officers of Yeomanry or Volunteers, and anything which tends to promote the study is to be greatly commended. Indeed, example might be taken from an Indian corps in this respect as regards map reading. For a good many years the Calcutta Light Horse have annually held a "chart and compass race." The general idea is that the competitors must visit a number of points marked on a large scale map in a certain order, and as quickly as they can. They have also to note the features of the country from a military point of view, and on completion of their journey they have to write a report. The competition is designed not only to practise men in getting about a strange country, but to train them in reconnaissance work and teach them to take careful note of all points likely to be of service to a commanding officer. In India the competition is a mounted one, and, as such, is eminently suitable to be carried out by Yeomanry in this country. There is, however, no reason why, with some modifications in the rules, it should not be adapted to cyclists. Such a competition could not fail to be of advantage, especially as it introduces into drill that element of reality which is so essential if the interest of Volunteers in their military duties is to be kept alive.

NATAL FIELD ARTILLERY AT WORK.

BRITAIN BEYOND THE SEAS.

A Weekly Study of Colonial Naval and Military Interests.

By IMPERIALIST.

AT the close of an eventful year our readers will hardly blame us for being once more retrospective, though not to the extent to which the writer went back in his article in the Christmas Number. There an attempt was made to glance—very lightly and discursively, of course—at some of the beginnings of our Empire. That took us back in one instance a round four centuries; to-day the intention merely is to hint at a few points in the Colonial record for the past twelve months, in the hope of finding there some cause for present satisfaction, and some prospect of future honourable achievement in the cause of Imperial progress.

The appearance of the Colonial contingents for the Coronation, the Coronation itself from the Imperial standpoint, and the Colonial Conference and its results, have all been fully and appreciatively dealt with in these columns. But a passing thought may well be given to the question whether the collective influence of these great and moving events has made for much in the way of Imperial advancement. That it has done so to anything like the extent anticipated by pro-Coronation enthusiasts may be dismissed as a matter hardly worth serious argument. Where are all those elaborate schemes, especially of Imperial military defence, which at one time were being spawned upon us with tedious frequency? They all continue to exist, no doubt, but for most practical purposes they need never have been generated. For, when you come to look closely into the subject, you will find in nearly every quarter some form of discouragement in regard to the year's progress in the direction of anything like an ideal system of Imperial Federation for defence purposes.

Yet who shall say that great progress has not been made along lines of the very highest significance? The first great point is that we have received a really tremendous lesson. We have learnt, and not in any very disagreeable fashion, that the time is not ripe for such schemes as are alluded to above, and that when the time comes those schemes will probably have to be considerably modified. It is better to have learnt that lesson, as most intelligent students have done, pretty thoroughly, than to go on living in a fool's paradise of stupendous federated armaments, for which, to put it mildly, most of the great Colonies cannot, or will not, supply the right article, except at a price towards which the Imperial Government could not afford to pay the necessary subvention. It is something to have realised what a crux the question of Colonial rates of pay is, and to have arrived at the bed-rock fact that the dashing Colonial, cheap at any price in some warlike emergencies, would be an expensive luxury to keep up and train carefully for Imperial service, unless the Colonial Governments were more willing to pay a fair share of his keep than they have shown themselves to be.

Besides having corrected some of our illusions in the above and other directions, there is no question that, in many quarters, things are trending towards greater Imperial solidarity. In South Africa the situation is becoming more hopeful, and, with renewed or increased commercial prosperity, the Colonial tendency generally is to pay closer attention to safeguarding that prosperity by regular and practical means, instead of by intermittent and sometimes rather cheeseparing effort. Take the case of Canada, for instance, which a few years back allowed her magnificent Militia to remain armed with obsolete rifles, and declined to listen to the repeated representations of British generals commanding on the subject. But Canada now is levelling up her military forces to some purpose, chiefly, of course, because in the interval her material prosperity has increased amazingly. Under the able guidance of that admirable soldier, Lord Dundonald, she is carrying out a scheme of military reform which, with the splendid material at her disposal, should make her, as regards soldiers, a powerful enemy or a most useful friend to any Power.

In Australia the case is hardly so satisfactory. At a comparatively early stage in his command of the Federal Forces Sir E. Hutton has found himself hampered by Government reductions, rendered necessary by those temporary financial difficulties which will probably continue in

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Australia so long as the Governments, Federal and State, have to support the present costly and exclusive labour system. However, Sir E. Hutton is so emphatically the right man in the right place, and is so generally popular and respected in Australia, that perhaps the full amount he requires for the realisation of his schemes of organisation and training may be found for him at an earlier date than at one time seemed probable.

In New Zealand General Babington is bringing to his work the recent experience of war he gained in South Africa, and with so many New Zealand veterans to pick from he should be forming a force of which any colony might well be proud. In New Zealand the military movement has the consistent support of the Premier, and as "Dick" enjoys consistent popularity with his fellow-colonists, one may take it that General Babington is not stinted for funds.

And what of the lesser Colonies, those younger children of the great Imperial Mother who have not yet arrived at such dignity and importance as Canada, South Africa, Federal Australia, and non-Federal New Zealand? Here, too, the Imperial outlook seems fair enough, in some respects fairer than in the case of the great self-governing colonies. For there is no question that these smaller offshoots of the old stock are in most cases singularly vigorous, and capable, too, of energetic self-assertion should occasion arise. They cannot assist materially to build special cruisers, they cannot produce their own munitions of war, they cannot keep up large local forces commanded by British generals and used to manœuvres on a considerable scale; but they can, and almost invariably do, maintain very effective local Volunteer corps, and against such enemies as they might have to encounter locally, these men with a fair knowledge of drill, and a still fairer knowledge of their weapons, would probably give an excellent account of themselves.

We need not say much about East and Central Africa, magnificent as are the prospects there indicated of commercial development, and perhaps military expansion as well. The present military interests of the region are not extensive, although in the adjoining province of Somaliland the Mullah has given us such a heap of serious trouble. The conduct of the expedition which is eventually to smash that plaguesome firebrand has been handed over by the Foreign Office to the War Office, which presumably takes over temporarily the greater part of the well-known Foreign Office corps, the King's African Rifles; but these incidental details have not much real Imperial interest, at any rate for the present.

Greater significance appears to be attached to the work which the Colonial Office is doing on the West Coast of Africa, where it maintains a very considerable body of officers and men, and carries out important expeditions with ease, economy, and despatch. The operations of the Colonial Office appear to be characterised by a quiet thoroughness which is very refreshing, and of which we may see most useful results when the enormous area which is being dealt with in this region is brought finally under control. The area in question may not in some ways be as interesting or as valuable as that which is being administered by the Foreign Office in East and Central Africa—and of a large part of which Sir Harry Johnston has given us a fascinating description—but it has a great commercial future, and it will probably be some time before Uganda and Somaliland will be as safe for the European traveller or settler as Northern and Southern Nigeria and the new district which has been opened out towards Lake Tchad.

For Colonial Office methods of "convincing" a troublesome tribe appear to be more effective, if less romantic, than those of the Foreign Office. The latter seems to be generally contented to send a brilliant young officer with a thick stick, or some other less useful equipment, and he may succeed—one is bound to admit he does so in an astonishing number of cases—but he sometimes does not come back, and, even if he does, the result of his arguments is not always permanent, especially if he comes home and a less brilliant, resourceful, and level-headed youngster takes his place. The Colonial Office, on the other hand, sends out a well-equipped expedition under a pretty senior officer, with a big local reputation, and the tribe gets a dusting which it does not forget in a hurry. But we do not always hear of these things at home, and, if we did, we should probably not be able to realise all the quiet heroism displayed in an environment which may be occasionally picturesque, but which is only too often the reverse, and complicated by a climate to which that of India is infinitely preferable.

And so the work of making Empire, as well as that of keeping it and improving it, goes on steadily, and on the whole happily, all over the wide world, and the same general conclusion applies in almost every case. The past year may not have been a record one, but it has shown no less clearly that the Briton is by far the best colonist in the world, while his extreme tenacity of purpose, his loyalty to his Sovereign, and his conviction that it is "the British race first and the rest nowhere," will soon make him as good an all-round Imperialist as is desirable.

ANSWERS TO CORRESPONDENTS.

EDGAR LOMAX.—You have touched upon an old controversy in your question about the Buffs. But the matter has been more than once thoroughly threshed out, and there is no doubt that the regiment was formed from the London Train Bands. Among the ancient records of the regiment is the account of how Queen Elizabeth, wishing to send an armed force to the Low Countries to take part in the religious wars then in progress, called for volunteers from the London Train Bands, 2,000 of whom came forward under the command of a Captain Williams. Another account (see Sir Roger Williams's "Actions in the Low Countries") says that on May Day, 1572, the Train Bands mustered at Greenwich before Queen Elizabeth, and after the parade "Captain Thomas Morgan levied a faire company of three hundred strong," who formed the first body of troops sent by England to the assistance of Netherlanders in their struggle for freedom from the Spanish yoke. This body of troops was afterwards incorporated in a regiment. It was brought home in 1665 and placed on the English establishment, and was for many years known as the Holland Regiment. The Buffs, as the representatives of the Train Bands, claim the right to march through the City with drums beating, bayonets fixed, and colours flying. The last time the privilege was exercised was in 1862. The regiment was quartered at the Tower of London, and ordered to march to Hyde Park to act in concert with the Guards at some expected riots, and the colonel (the late Lieutenant-General J. N. Sargent) wrote to the then Lord Mayor (Sir William Rose), informing him of the matter and stating that he proposed to use the ancient privilege. The Lord Mayor replied acknowledging the privilege and offering to stop the traffic on the route.

* * * *

"PRESTON."—The badge of the Lancaster Rose, which might fitly typify the picturesque Minden tradition, ought to have always found a place in the distinctions of Lancashire Fusiliers, but until lately the Sphinx with the Laurel Wreath was the only badge of the regiment. Now, however, the King has approved of the motto "Omnia Audax" and the badge of the Red Rose of Lancaster being borne on the colours, and also of a primrose hackle for the busby. If you wish for a detailed account of the regiment you cannot do better than consult the "History of the XXth Regiment," compiled by Captain B. Smyth, and published by Simpkin, Marshall, and Co. The Lancashire Fusiliers have had a long and distinguished career, extending over two centuries. At the end of the eighteenth century the regiment began to recruit in Lancashire, but its permanent connection with the county dates from 1873, when its depôt was established at Bury. It received its name of Lancashire Fusiliers in 1881. The regiment, which was formerly the 20th (East Devon), served at Dettingen, and was especially distinguished at Minden. Wolfe commanded it for nearly ten years. The Duke of Wellington spoke of the old 20th as the best and most distinguished of the many regiments that had served under his command. In the Russian War the 20th suffered more severely than any regiment with the exception of the Guards. The origin of the motto "Omnia Audax" is lost, but it was in use in the early part of the nineteenth century, and it is found inscribed on some of the oldest pieces of mess-plate of the regiment. With regard to the Rose, it is not only the emblem of Lancashire, but tradition relates that the 20th was posted near some rose gardens at the battle of Minden, and that the men decked their hats with the roses. Ever since then the regiment has recalled the glorious memories of that famous battle, in which it lost so many men that it was excused from further duty in the campaign, by wearing "Minden roses" in the cap on every August 1.

* * * *

"MAUSER AND LEE-ENFIELD AND LEE-METFORD RIFLES" (G. Brooks, Corporal 25th I.Y.).—You will find good and reliable descriptions of practically all military rifles, as they were then, in an official publication entitled "Text Book of Modern Military Small Arms," which was published two or three years ago. Later information is forthcoming in a table compiled by the War Office Intelligence Department, which has been reprinted in several works of reference—notably the "*Daily Mail* Year Book." There are several different patterns of the Mauser rifle, which was originally invented in Germany, but has owed its improvements to refinements of mechanism and manufacture carried out in other countries. Thus, there is the Belgian Mauser, Model 1893, and the Spanish Mauser, Model 1894. The Boer Mauser, though manufactured in Germany, comprises the improvements of the last-named. The following comparative table, however, should furnish you with the particulars you require:

	Boer Mauser.	*Lee-Metford Mark II. and Lee-Enfield Mark I.*
Weight	8-lb. 9-oz. ...	9-lb. 4-oz.
Calibre	0·276-in. ...	0·303-in.
Sighted to	2,900-yds. ...	2,800-yds.
Muzzle Velocity	2,300-ft.-sec. ...	2,000-ft.-sec.
Rounds in Magazine ...	5 ...	10
Rounds in Chamber ...	0 ...	1
Clip Load..... ...	Yes. ...	No.
Weight of Bullet	173-gr. ...	216-gr.
Cut off	No. ...	Yes.

The Lee-Metford Mark II. and Lee-Enfield Mark I. are identically the same save for a slight difference in rifling. The Lee-Metford has 7 grooves, each 0·003-in. deep; the Lee-Enfield has 5 grooves, each 0·005-in. deep. It will be seen, accordingly, that there is little to choose between the British and the foreign rifles; but the Mauser certainly has a higher muzzle velocity, hence a flatter trajectory; while in rapidity of fire the Mauser is superior, since the 5-cartridges-in-a-charger system is a quicker mode of loading than dropping in singly 10 cartridges. On the other hand, the consensus of expert opinion points to the fact of the British rifle being the more durable weapon.

THE EDITOR.

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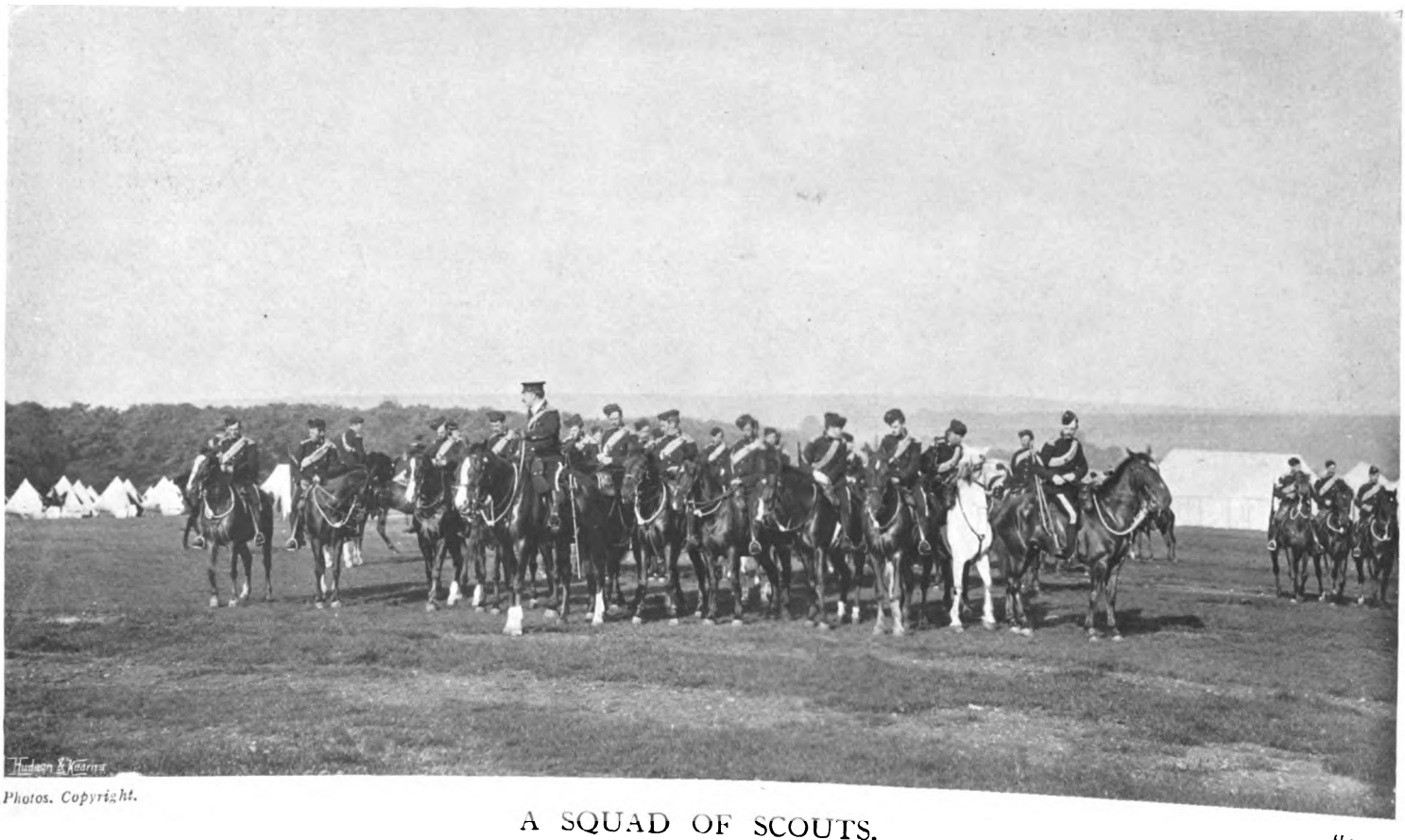
THE ROYAL WILTSHIRE IMPERIAL YEOMANRY.

THE Royal Wiltshire Imperial Yeomanry, Prince of Wales's Own Royal Regiment, which completed its training at the end of last September, enjoys the distinction of being the premier Yeomanry regiment in Great Britain. It was in the year 1794 that French projects for the invasion of this country caused Mr. Pitt in the House of Commons to first make use of the expression "Yeomen Cavalry." The idea it suggested was not long in being realised in Wiltshire. Almost immediately a meeting of influential landowners and tenant farmers was held at Devizes, and a scheme formulated for obtaining money and raising a corps of Yeomanry Cavalry. Another meeting was held at the same place in the following month, when it was announced that no less a sum than £10,000 had been subscribed and that fifty-six yeomen of Bishop's Cannings and the neighbourhood had offered to serve and form a troop. This example was soon followed in other places. One of the principal conditions of service was that each member should provide his own horse, which was not to be less than fourteen and a-half hands high. Towards the end of the year in which the suggestion of raising Yeomanry was advanced, the first parade of a Wiltshire troop was held, and a local journal at the time stated that the men "presented a noble and martial appearance." Their uniform consisted of a blue coatee, white leather breeches, long black gaiters, and a black leather helmet with a black ridge plume and red feather side plume. They were armed with a sword and pistol. What provision was made for the instruction of the men does not appear. Until the year 1797 the several troops were practically independent of each other, and were in fact little more than separate troops of Volunteer Cavalry. Early in 1797, however, Lord Bruce conceived the idea of forming the ten separate troops into one county regiment. This plan was carried out, and for the first time an adjutant was appointed. In the following year a rumour was spread that the long-expected French invasion was about to actually take place. The utmost readiness to turn out was evinced by all the Volunteer bodies. Indeed, it is recorded that a man at Weymouth was the only one not incapacitated by sickness who failed to put in an appearance. The troops were all marched to the coast without loss of time, but no attempt at invasion was made by the enemy. After they had been dismissed, the indignant fellow-townsmen of the man who refused to take his place in the ranks dragged him out of his house, and a long double line having been formed in the street, he was led down it with a halter round his neck, amidst the jeers of the spectators, after which his uniform was stripped off and he was chased out of the town.

A SMART YEOMAN.
Trooper, Wiltshire Imperial Yeomanry.

June 12, 1798, is a memorable date in the annals of the Wiltshire Yeomanry, as on that day five squadrons received their first standards on Beckhampton Down from Lady Bruce. During the early years of the nineteenth century the regiment was frequently called upon to assist in suppressing disorder. In 1826, for instance, it took an active part in putting down riots at Bradford and other places. It was on duty during the famous Bristol riots, and used to check the violence which resulted from the great Chartist movement when it spread into Wiltshire. After this time for a good many years the history of the regiment is comparatively uneventful. But in 1863 it was granted a new title—"The Prince of Wales's Own"—as a mark of the Royal favour on the occasion of the visit of our King, then Prince of Wales, to the Marquess of Ailesbury at Savernake Forest. In 1865 the regiment was prominently brought into public notice owing to the "skylarking" of some of the members at Warminster. In one newspaper very grave charges were made against these men and their behaviour. In the end, it is pleasant to record, the accusations were proved to be without foundation, or at any rate very grossly exaggerated. Some readers will doubtless recollect the autumn manœuvres of 1872, which took place in the neighbourhood of Salisbury. In those days the attempts to make the training of soldiers realistic were but few and slight, and very general interest was betrayed in the success of the operations mentioned, during the whole of which the Wiltshire Yeomanry took an active part. In 1877 the headquarters of the regiment were transferred from Marlborough to Salisbury, and in 1880 the shakoes were discarded and Hussar busbies adopted. This year, however, a service dress, with bandoliers, etc., has been adopted for field work; and even a year or two ago all ranks when so



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A SQUAD OF SCOUTS.
The scouting of the Wiltshire Yeomanry is excellent.

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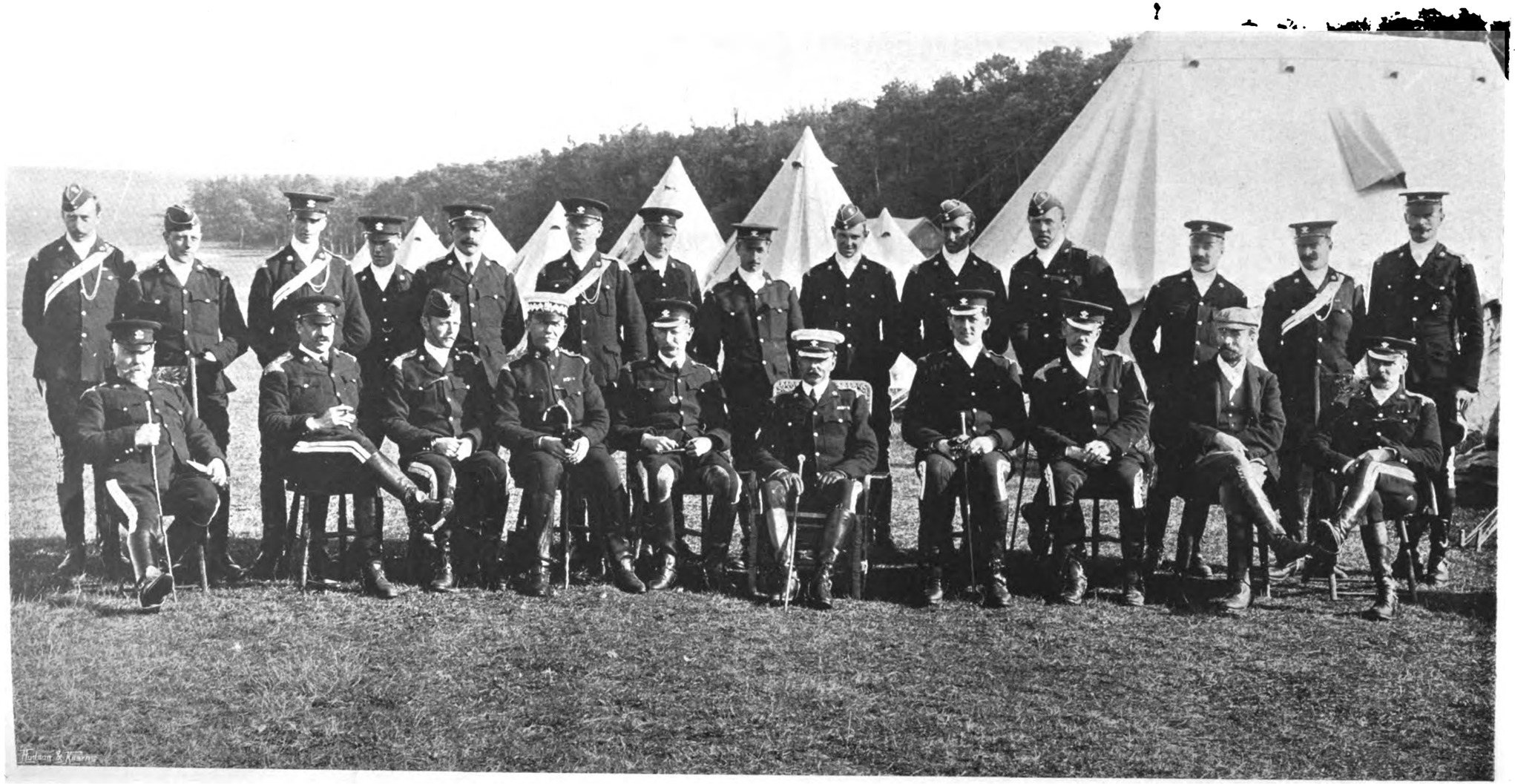

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OFFICERS OF THE ROYAL WILTSHIRE IMPERIAL YEOMANRY.

Reading from left to right the names are—Back row: Capt. Earl Cardigan, D.S.O., Capt. G. Mackay, Second Lieut. Mann, Second Lieut. B. Lamb, Lieut. Lord Ludlow, Second Lieut. R. Fuller, Second Lieut. F. H. Fair, Second Lieut. R. Awdry, Second Lieut. W. Yeatman-Biggs, Lieut. C. S. Awdry, Lieut. C. M. Thornton, Second Lieut. E. A. Heaven, Lieut. S. C. Grant, and Lieut. E. R. Cox. Front row: Quartermaster T. H. Deacon, Capt. J. Joicey, Lieut. N. Fuller, Capt. W. F. Collins (Adjt.), Major F. K. P. Goddard, Col. Right Hon. W. H. Long, Major the Marquess of Bath, Major J. M. F. Fuller, M.P., Dr. Leith (Acting Medical Officer), and Major Sir J. Dickson-Poynder, M.P.

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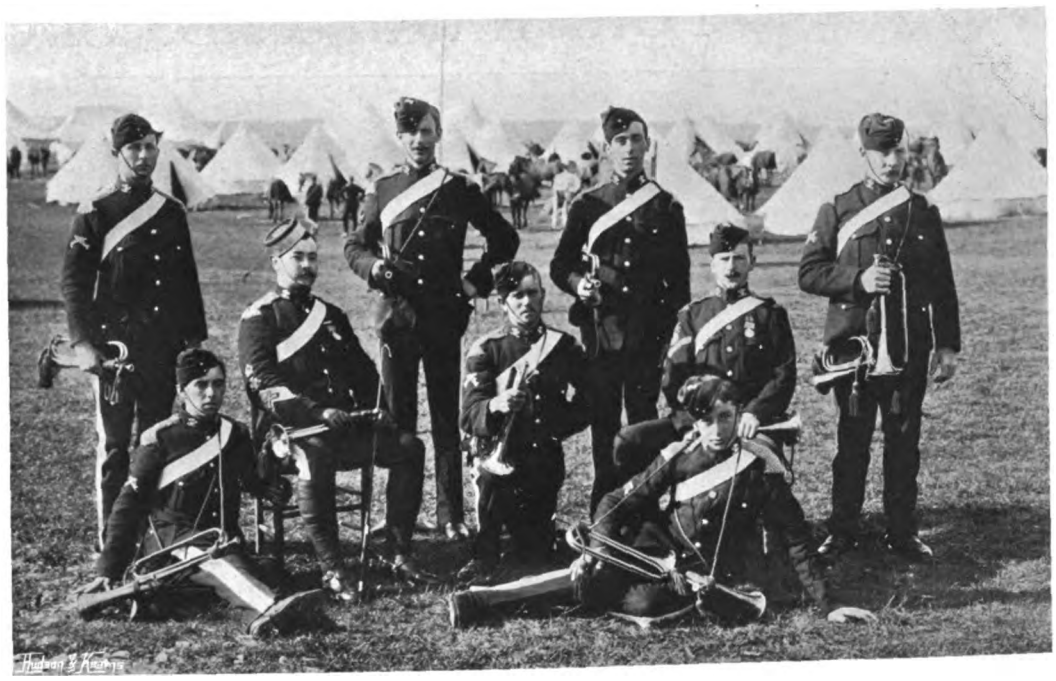
engaged wore white helmets, bound by a scarlet puggaree, with the badge of the Prince of Wales's Plume in the front. The training carried out by the Wiltshire Yeomanry last summer was thoroughly successful, and entirely of a practical character. The regiment was in camp at Bulford, and its marching-in strength was 491 of all ranks, namely, 28 officers and 463 non-commissioned officers and men. The Marquess of Lansdowne is the honorary colonel of the regiment, and the commanding officer is the Right Hon. Walter H. Long. Major J. M. F. Fuller and Major Sir John Dickson-Poynder are both Members of Parliament, and the Marquess of Bath, who is a major in the corps, was, as Lord Weymouth, well known in the "House." The official inspection also by Major-General Lord Chesham was of a very searching character, including advance and rear guard work, outposts and reconnaissance, in addition to the performance of the usual details of drill. Lord Chesham expressed himself as much pleased by what he had seen, and observed that the appearance of the regiment on parade, the economy in the lines, and the general behaviour had all received his notice; and the result, he considered, reflected great credit upon the permanent staff, who must have worked very hard in order to be so successful.

On one afternoon the men were exercised in field firing at dummies representing the head and shoulders of a man, and marked progress in the standard attained was seen. Good practice was also made by the Maxim guns. Shooting for the Regimental Cup was also carried out at different times on the Bulford Range. Last, but by no means least, mention must be made of the signallers, who underwent examination of a severe character by an officer specially qualified and detailed for the duty, and displayed quite remarkable skill.

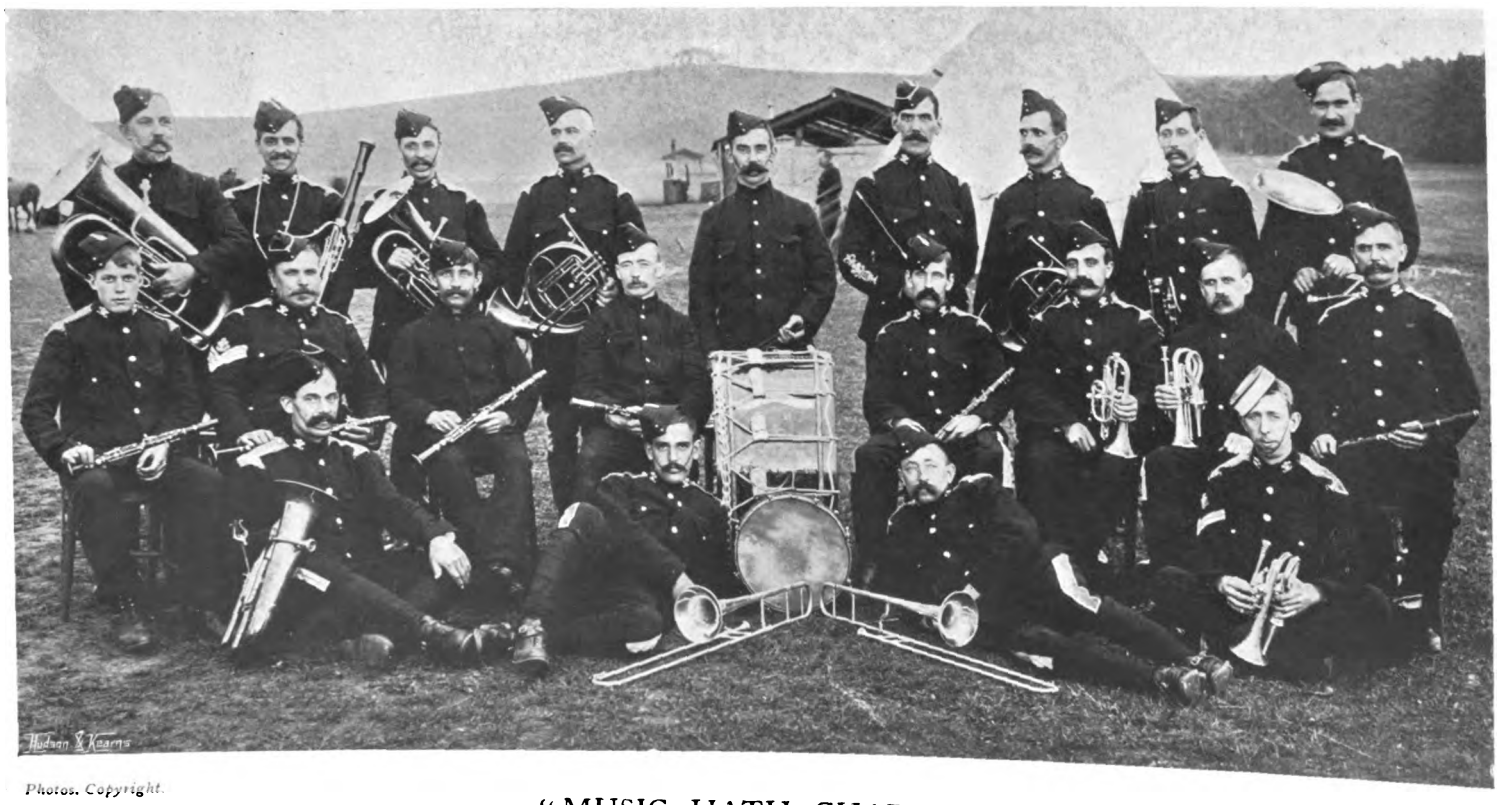


TRUMPETERS OF THE REGIMENT.

These are the men who disturb one's peaceful slumbers.

THE SIGNALLING SECTION.

These "flag-waggers" deserve the highest praise for the manner in which their work is carried out.



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"MUSIC HATH CHARMS."

The band of the Wiltshire Yeomanry is a very efficient one, the men taking great interest in their work.

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FOR HARP AND CROWN.

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COLOUR-SERGEANT OF THE ROYAL IRISH GUARDS.

The colour-sergeant is the chief non-commissioned officer in a company of British infantry, and on his efficiency its good order mainly depends, as he is the channel of communication between the captain and his men in almost everything. The distinctive badge consists of crossed colours, or, in the case of the Foot Guards, an emblazoned badge, on the sleeve between the chevrons, surmounted by the Royal crown. The uniform of the Royal Irish Guards possesses the characteristics as to cuffs, bearskin, head-dress, etc., of the Household Brigade, but with their own distinctive badges on cap and collar, arrangement of tunic buttons, and colour for bearskin plume. The pay of a colour-sergeant in the Foot Guards is 3s. 2d. per day.

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THE PRIDE OF POTSDAM.

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FELDWEBEL OF THE IMPERIAL GRENADIER GUARDS.

In the non-commissioned ranks of the German Army the Feldwebel is a highly important one. He is the captain's first assistant in all matters relating to the internal management of the company, and, therefore, corresponds to the colour-sergeant in the British Army. The German Guard regiments wear a handsome uniform, distinguished by lace upon the collar and cuffs, stripes upon the collar, and a plume in the helmet. A white leather belt is peculiar to the Grenadier battalions. The Feldwebel's own distinctive items of military millinery are a gorget, aiguillette, and "portepee," or silver sword knot. He does not carry a rifle. A Feldwebel of the Guard draws two marks (2s.) per day, and an allowance is granted for board.

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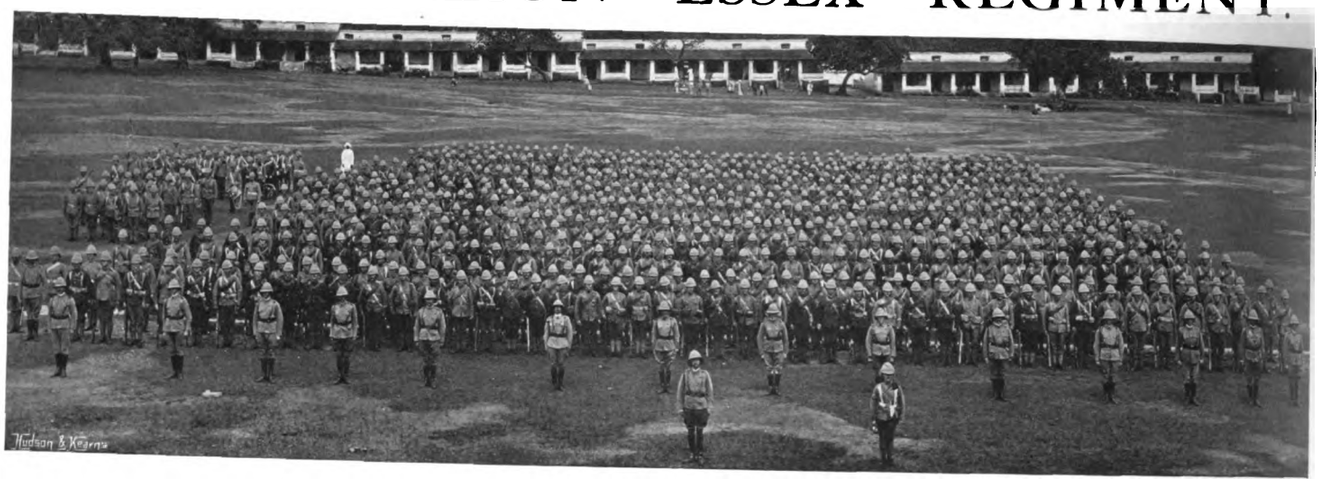
1ST BATTALION ESSEX REGIMENT.



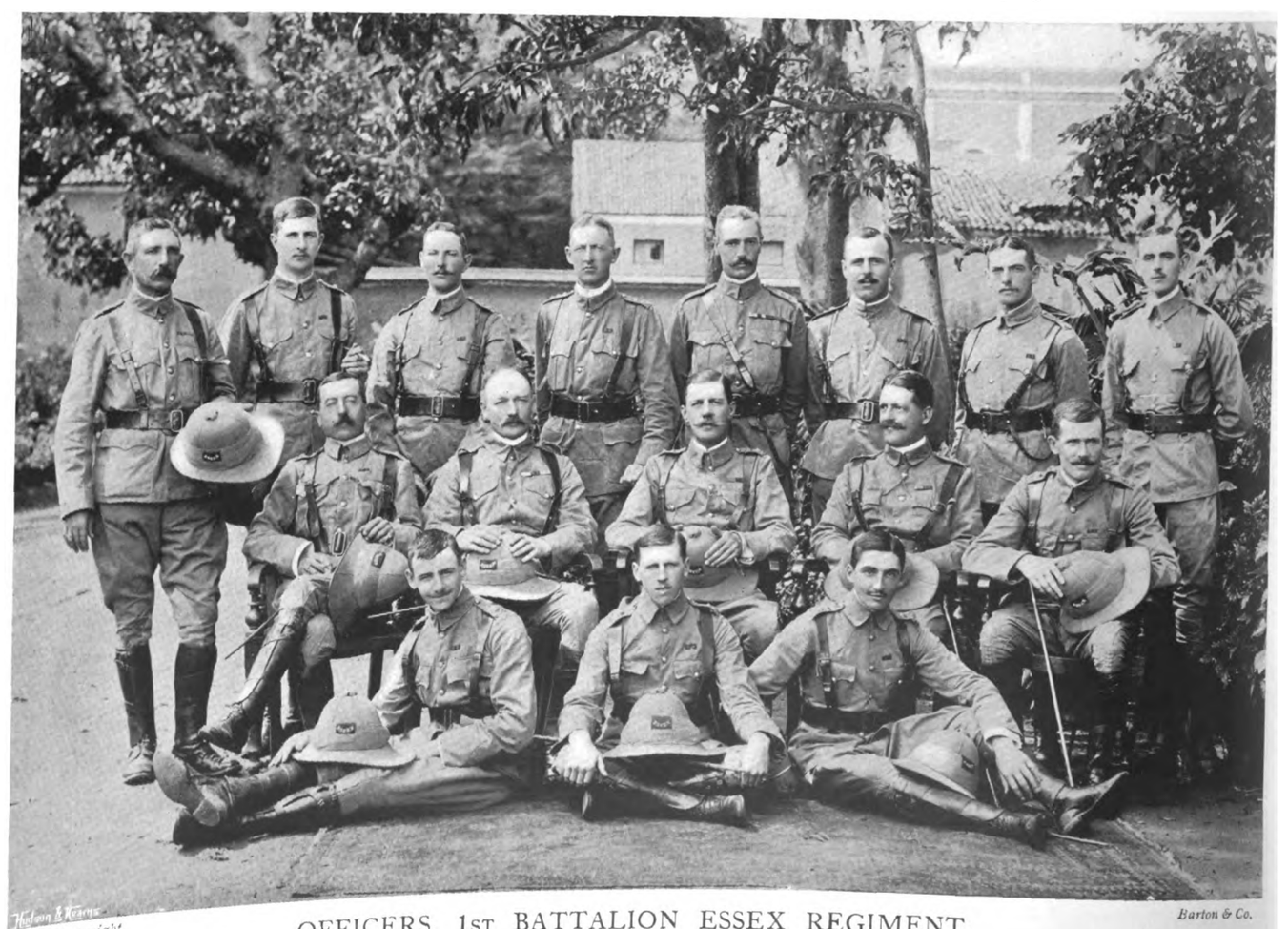
A FULL MUSTER.

The regiment on parade at Bangalore soon after its arrival from South Africa.

THE 1st Battalion Essex Regiment, which landed in South Africa on December 1, 1899, was pretty busily engaged in different parts of the country during the whole period of the late war. After participating in the operations round and about Colesberg it proceeded to Modder River Station, where it joined the 18th Brigade of the 6th Division under General Kelly-Kenny. As our readers will know, the 6th Division took a very important, if not the leading, part in the battle of Paardeberg on February 18. Here the battalion, after having fought incessantly all day, suffered very heavily, but throughout the engagement well maintained the name of the regiment for stubbornness. Some weeks later this battalion greatly distinguished itself by a magnificent bayonet charge at the battle of Driefontein. In these two engagements alone the losses sustained by it amounted to no less than ten officers and about 154 non-commissioned officers and men killed and wounded. On its arrival at Bloemfontein the battalion, with the 18th Brigade, was transferred to the 11th Division, under General Pole-Carew.

Shortly after the engagements at Johannesburg, Diamond Hill, and Belfast, in all of which the battalion took part, it proceeded eastwards to Komatipoort, and soon after moved to Frederickstad, and thence to Heidelberg in the Transvaal. Leaving Heidelberg at the beginning of 1901, it was for some time engaged with Major-General Smith-Dorrien's force, which was operating in the neighbourhood of Carolina and Belfast; and in February the battalion was ordered to go into Cape Colony to take part in the operations against General De Wet in the neighbourhood of Modder River and Hopetown.

One of the regiment's most noteworthy achievements was that of the long march from Bloemfontein to Pretoria, a distance of something like 300 miles. It had been left behind at the Zand River to assist in getting the whole of the large baggage train across, and after working for twenty-four hours, the regiment marched a distance of forty-two miles in just half as many hours, in order to catch up the Division. Such a feat of endurance as this has seldom been equalled, and was certainly not surpassed by any corps during the late campaign.



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OFFICERS, 1ST BATTALION ESSEX REGIMENT.

Reading from left to right the names are—Back row: Lieut. and Quartermaster H. Willis, Second Lieut. F. A. Hamilton, Lieut. S. E. Woolhouse, Capt. G. M. Tunnell, Capt. R. C. L. Baillie, Lieut. F. N. Whitmore, Lieut. B. N. Abbay, and Second Lieut J. H. Pattisson. Second row: Major J. T. Spencer, Major W. E. Carter, Lieut.-Col. C. Wood, C.B., Major H. H. W. Nason, D.S.O., and Brevet-Major A. G. Pratt (Adjt.). Front row: Lieut. R. F. White, Second Lieut. R. Neave, and Lieut. A. E. M. Thomson.

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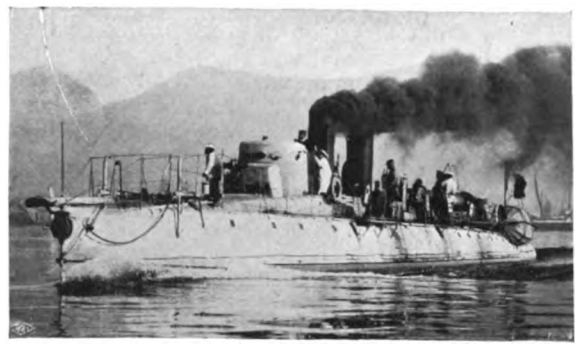
RIFLE PRACTICE AT AN INDIAN CAMP

IN DRILL ORDER.



A FRENCH TORPEDO-BOAT DESTROYER.

THE NAVIES AND ARMIES OF THE WORLD.

A Weekly Causerie by David Hannay.

THE operations undertaken by us in company with the Germans on the coast of Venezuela are not the first in which either of us have been concerned in that part of the world. A German Navy is indeed a novelty, and, it may be added, one which is apparently intent on familiarising the world with its activity. But men of that race have already played a part on "the Spanish Main." As far back as the reign of the Emperor Charles V., that great sovereign, who ruled a vast confederate, cosmopolitan State, made up of Spain, of parts of Italy, of Germany, and the Netherlands, as well as of isolated points of Africa, and vast stretches of loosely held territory in the New World, planted a German colony on the north-east of South America. The direction of the enterprise was given to the Fuggers, the most powerful banking house of Europe at the time. The Emperor owed them money, and granted the concession as one way of clearing off his debt. He was, too, very anxious to take a firm hold on his possessions across the Atlantic. His Spanish dominions, though they were then pouring adventurers into America, could not supply a sufficient number of colonists. Therefore, though the Spaniards were bitterly jealous of the presence of foreigners in "the Indies," he made an exception in favour of the Fuggers colony. The venture was not a success. It is chiefly notable as having contributed a chapter to the wonderful story of the search for El Dorado.

* * * *

It may not be superfluous to remark that Venezuela is quite modern as the name of a separate country. Alonso de Ojeda called an Indian village which he found built on piles like a lake dwelling on the shores of the Gulf of Maracaibo, Little Venice. The name has come by the accidents of time to be given to a Republic which separated from Columbia in the course of the anarchy that followed on the emancipation of South America from Spanish rule. In the days when he first became acquainted with the land he commonly described it vaguely as part of the coast of Cumana. Our opinion of it was far away from the truth. Drake's success in capturing the "recua," or convoy of gold, in his first famous independent voyage to the West Indies, had propagated the belief that a bold man had only to go there with three or four ships, and a couple of hundred pikemen and musketeers, in order to get up to his neck in the precious metals. The fact was that the Spanish settlements were few, poor, scattered at great distances from one another, and with very few exceptions—of which several, the city of Mexico the most important of them all, for example, were far inland, and out of our reach—consisted of half-a-dozen to twenty Spanish families living in the midst of gangs of Indian and negro slaves. Our estimate of the ease with which they could be taken was correct. It was often the case that they did not even possess firearms. But where we were in error was in supposing that they would produce booty. They would not, and for the identical reason given for the belief that you cannot get the breeks off a Highlander or blood from a turnip—there was none there. The gold exported to Spain was collected at intervals of one or two years, and embarked at fixed points under powerful escort, and only when the road was known to be clear. Hence it was that, as Monson has recorded, most of the voyages to the West Indies were a dead loss to the adventurers, though they were often eminently successful in taking and burning what we were pleased to call towns.

* * * *

One of these expeditions—and a very typical specimen of the class—was the voyage of Sir Amyas Preston and Sir George Somers (often spelt Sommers), which took the town of Caracas, now the capital of Venezuela, in May, 1595. The history was written by "Robert Davie, one of the Company," and is to be found in Hakluyt, in the fifteenth volume of Mr. Goldsmid's reprint. Preston and Somers sailed with two tall ships, the "Ascension" and "Gift," and a small pinnace from Plymouth, in March. They were joined by other captains and ships, and, as usual, touched at the Isles on their way out. As they had been scattered by the weather, Sir Amyas Preston was alone when he tried to plunder Porto Santo. The narrator tells us that the first attempt to land was given up because the inhabitants were seen to be in arms and in force on the beach. Preston disembarked his men to the number of sixty at another point, and marched into the little Portuguese town from behind. He speaks of 500 enemies who skirmished with us; but there were assuredly not that number of white inhabitants in the island. The Portuguese retired into a stronghold in the hills, which Preston had not the force to storm; and after spending a few days in the town he burnt it and went on his way, empty-handed, the portable property of the natives having been removed out of his reach. Mr. Robert Davie says that the Portuguese offered to ransom the town, but that we refused because they had shortly before killed one Captain Harvey by treachery. Of their behaviour to Captain Harvey I know nothing; but as they had captured his flag, he probably landed with force. The story that Preston refused a ransom, I, considering that his object was to make profit in order to pay his expenses and leave a margin, do most firmly refuse to believe.

* * * *

From Porto Santo our adventurers, who got together again, went on to the West Indies. They enjoyed the hot bath at Dominica often spoken of in the voyages of the time, and praised for its curative virtues, which were of the utmost value in days when scurvy regularly made its appearance at an early date in every voyage. On the coast of Cumana they obtained information as to the condition of Santiago de Leon, which is now known as Caracas. Prisoners told them that the usual road up from La Guaira was blocked by abattis of trees, but that there was an Indian path by which these obstacles could be turned. One of the prisoners offered to guide them if they would set him free at the end of the march. With the help of this Spaniard of little scruple Preston and Somers made their way over the mountains to Santiago de Leon. No fighting is reported, and judging from the caution Preston displayed at Porto Santo, it may be concluded without injustice to his valour that he knew the road would not be held in force.

* * * *

Robert Davie gives a simple and manly account of the march. No enemy showed himself, but the toil of climbing in the killing heat of the tropics, amid dripping forests, and under the relaxing downpour of rain which falls constantly on the higher elevations of the mountains, bringing with it a clammy fog, was excessive. Numbers of the men sank exhausted, and could neither be persuaded nor driven to go on. They were left behind, says Davie. When we descended on the town, a few Spaniards on horseback armed with lances made a show of skirmishing, but retired without coming to close quarters. Santiago de Leon was found to be deserted and quite empty of plunder. Preston and Somers remained there for a month, more or less. The Spaniards visited our posts occasionally on horseback, but, as no mention is made of firing on their part, they probably had no guns.

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One of them dropped in quietly to negotiate about a ransom, which we put at 30,000 ducats. He offered 2,000, but rose after a good deal of bargaining to 4,000. At that point he stopped. The diplomatists dined together affably, and the Spaniard made jokes. Then we captured an Indian, from whom we learnt that the Governor had sent for help to other towns. This example of treachery moves Mr. Robert Davie to deep moral reprobation. It convinced Preston and Somers that it was time for them to go, so they fired the town and marched back to their ships. The rest of their adventures do not concern us at present, and were indeed not highly notable. In September they—"God be thanked," says Davie, piously—anchored in Milford Haven, having, as he rather ruefully notes in various places, gained honour, which, of course, is all very well in its way, but no solid booty—an irritating result for the bold sea rover.

THE WALTHAM ABBEY EXPLOSION.

THE terrible explosion which occurred at the Government gunpowder factory at Waltham Abbey on December 15 last, is all the more surprising when the great care exercised to prevent accidents of this kind is taken into consideration. Unfortunately this last explosion was attended by fatal results, three men being killed, one of whom was absolutely blown to atoms. It was about noon that the accident occurred, and the men were working in the usual way. One man named Iron was passing a quantity of the various ingredients which go to make the highly explosive cordite through the machine used for the mixing process, when suddenly, without the slightest warning, the whole of the workmen were startled by the sound of a loud explosion. Iron, who in consequence of his duties was standing very near the machine, received the full force of the explosion, and was instantly blown to pieces, while his assistant was killed by the fragments and splinters of the machine, which were sent flying in every direction with great force. An engineer who was in the neighbouring building was also killed, owing to the walls of his workshop falling on him and crushing him beneath them. All the buildings in the immediate vicinity were also razed to the ground by the force of the explosion, while trees round about were riven to pieces. So great was the report that it was heard for miles around, and, indeed, it is said, was heard as far off as Southend, and immediately wives and relations of the workmen came from all directions and besieged the gates, all seeking information as to results. This occurrence was all the more sad happening as it did just before Christmas, when preparations for festivity were being made by the families concerned, and who in a single moment had their joy changed into very deep sorrow.

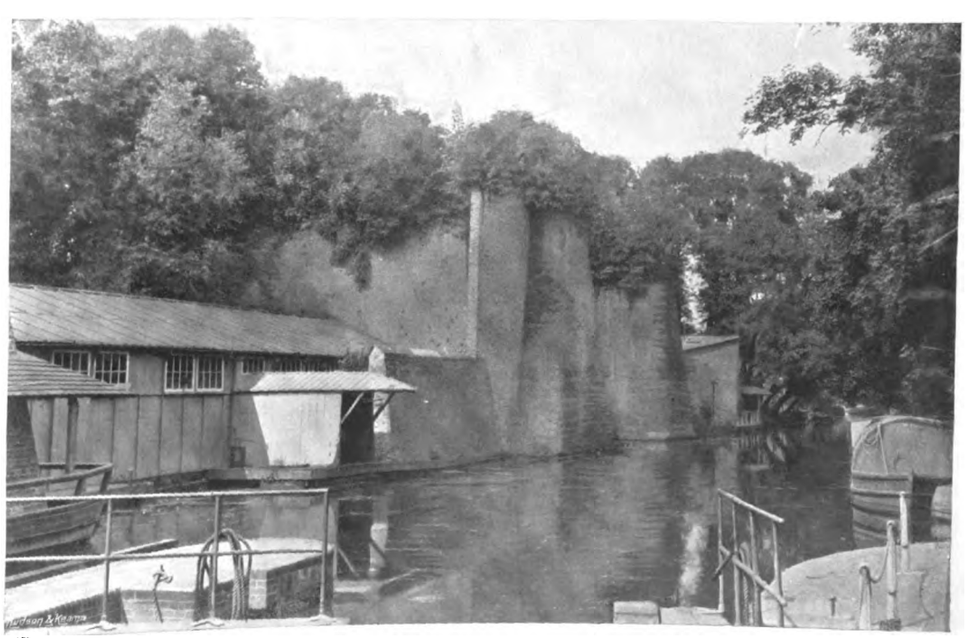
AFTER AN EXPLOSION.

Showing a house partially destroyed.

A very large number of workmen are now employed here, and in view of the dangerous nature of the materials with which they work, most strict are the rules concerning the taking in of articles liable to create disasters. To prevent this, the same rule is in force as at the dockyards and other such places, viz., that of searching the men as they go in and come out. The possession of matches or a pipe is a criminal offence and is adequately punished. Then every employé is made to change his home kit for one of black, and also to wear a black cap, these clothes giving the workmen the appearance of criminals. Of course there are always foolish men about, who would manage somehow or other to smuggle a pipe and matches inside, thus imperiling the lives of their fellow-workmen; but in order to minimise this temptation to the fullest extent, the clothes with which they are supplied do not possess such a thing as pockets, and therefore the man who manages to get through with anything of this nature in his possession must be nothing short of a conjurer.

Therefore it can be seen that every possible precaution is taken to prevent any accidents occurring. All the huts in which the various stages of manufacture are carried on are of the most flimsy kind, the obvious reason for this being to afford as little resistance as possible should an explosion occur.

For a great many years gunpowder was the chief product of this factory, but in recent times the manufacture of this explosive has been so reduced that very little is now turned out. It is a strange fact that although cordite has a much greater power than gunpowder, it is not nearly so dangerous in the making. Cordite enclosed in the case of a cartridge has a very high explosive power, but if a small stick of this material be held between one's finger and thumb and a match applied, it will simply fizzle away.



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A PEACEFUL SCENE.

Showing a portion of one of the canals near one of the mixing houses.

A casual visitor to this factory would, to say the least of it, be surprised, for instead of seeing massive buildings and great workshops, the eye is met with avenues of waving poplar and alder trees, and here and there are dotted tiny sheds or bungalows situated along the side of canals used as the safest means of conveying the explosives from place to place.

The present superintendent of the Royal Gunpowder Factory at Waltham Abbey is Major F. L. Nathan, R.A., who is ably assisted by Major E. S. Cooper, R.A., while the officer in charge of the danger buildings is Captain J. B Finlaison, R.M.L.I.

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OUR INDIAN EMPIRE.

A RUNNING RECORD OF MILITARY LIFE AND INCIDENT IN THE "SHINY EAST."

By CAPTAIN OWEN WHEELER.

HINDU TEMPLE, CALCUTTA.

THE Coronation manœuvres near Delhi commenced at daybreak on December 17, the Northern Army being then camped four miles south of Delhi, while nine miles further south the Southern Army lay posted behind strong entrenchments. Telegraphic summaries of the operations have appeared, but we shall get no satisfactory account of them for some little time. The operations should have been extraordinarily interesting, and I am quite sure that no one who witnessed them was more closely interested than Lord Kitchener himself. It is probably the fact that, for his seniority, Lord Kitchener has seen singularly few sets of peace manœuvres. Of course he has helped in plenty of manœuvres of the other sort, and presumably he took part in a good many field days in Egypt. But even there I should imagine that he was far too busily occupied as a rule in working out the details of future campaigns, in organising and administering, to have much leisure for the sort of training that peace manœuvres afford. I may be wrong—I have not time nor present opportunity to ascertain the fact—but I should say that, at any rate, the new Commander-in-Chief in India never, save on active service, or possibly on the Continent, saw such noble manœuvring as he will have seen in the country round Delhi in the period preceding the Durbar. One doubts whether in these circumstances he will have addressed himself at all closely to the issue of detailed criticisms on separate incidents—as most Commanders-in-Chief in India have habitually done on such occasions—but it is very certain that his presence will have been none the less stimulative to zeal and energy if he has abstained from following that sometimes rather tiresome precedent.

No one can quite fancy Lord Kitchener as a "palaverer," but one can fancy him keeping a very keen eye on details, other than tactical, to which some great generals would possibly pay less attention, and, when there is anything radically wrong, it is possible that someone now and then, even in India, will suffer. But, as I have said before in these notes, I do not suppose the new Commander-in-Chief will have found much to complain of, if only for the simple fact that the things he takes particular interest in, such as transport and supply, are managed perhaps better in India than anywhere else. One can picture him looking with very approving eye at some of the transport trains, and watching with keen satisfaction the rapidity with which the soldier is served with well-cooked food when he comes off a march. It has not been ever thus, even in crack corps, in some of the campaigns in which he has served, but he himself treated the British soldier remarkably well, at any rate on the final advance on Khartoum, in the matter of stores. "Our men," said a Guards officer to me once, "will never forget the fact that in this campaign they positively had bacon for breakfast!" which shows that the new Commander-in-Chief knows a very weak spot in the British soldier's heart.

The country in which the manœuvres have been held has been described as consisting of rocky, stony ridges intersected by woods and nullahs, with numerous ruins of temples thrown in. I believe the idea was to make a careful experiment of South African tactics, and possibly this ground may have suited fairly well. But Nature comes out very strongly on these occasions, and it will not be at all surprising if on several occasions leaders, who set out with the idea of giving a neat demonstration of the art of war as practised amid kopjes and other pleasing attributes of South African scenes, have suddenly given in and gone at their enemy in the old sweet way, without any circumlocution whatever. It is uncommonly difficult to keep in a regiment of native cavalry of the more excitable sort if they see a chance in peace or war.

I daresay a good many of the natives in Delhi took nearly as keen an interest in the manœuvres as in the great Durbar, for there are some pretty warlike persons in the population of that city, if they have not all been cleared out. Poor, dear old Delhi, with its countless strange and moving experiences—by no means all of them connected with the Mutiny, the sad, heroic, glorious traditions of which I do not think are appropriately recalled with any fulness in connection with either the manœuvres or the Durbar. Personally—it is, perhaps, queer taste—I prefer to recall the Chandni Chauk, or Street of the Silversmiths, in Delhi, through which I wandered nearly twenty years ago, primed with more accurate memories of Nadir Shah than I fear I have since retained.

What an exceedingly unpleasant day for Delhi it must have been when Nadir Shah, after invading India, swooped down into Delhi and, taking up a commanding position on the roof of a house in the Chandni Chauk, watched the collection of the inevitable loot. A singular man, indeed, was this son of a poor cap-maker of Khorasan, who rose to be one of the most noted conquerors the world has ever seen. They were a great triumvirate—Nadir Shah, Timur, and Jenghis Khan—and in some respects Nadir Shah was the most remarkable of the three. Like the other two, he performed feats of leadership, coupled with triumphs of diplomacy and administration, which would make some vaunted successes of modern times look a little thin. He may have been unscientific in his methods, but his force of character was extraordinary, and he "got there" in spite of tremendous obstacles. Had Walter Savage Landor been alive he might be relied on to write a discerning and deeply instructive "Imaginary Conversation"—if he could have been persuaded into the process—between Nadir Shah and Lord Kitchener. The mathematical science of the one, and the crude capacity of the other, would have formed an excellent foil to the positive resemblances which I feel sure exist between these great men. It goes without saying that only profound respect to the living man is intended in this literary proposition, in which morals and methods are not taken into account. No one, for instance, could fancy Lord Kitchener sitting on a roof in the Chandni Chauk and watching the collection of loot for his benefit. I should, however, dearly love to sit there myself, for I am convinced there is still excellent loot to be had out of Delhi.

This seems a somewhat rambling discourse, but I hope that those who cannot get entertainment out of the dry parts will find some instruction in the lighter ones. To proceed on the subject of manœuvres in India, I have taken part in various performances of this nature and always enjoyed them fairly well, but then those were days when you were not expected to go sham-campaigning without taking proper precautions against fainting for want of food. My regiment having been a good many years in India, and knowing local requirements, always "did itself" capitally, and this attribute seemed a remarkably pleasant one to me after getting up in the dead of night, walking ever so many miles with an old-fashioned sword-belt buckled tightly round me, and, just as it was getting hot, taking a hill with tremendous dash and cheering. Strict generals may have objected to our elaborate commissariat system, but I think they invariably came to our impromptu refreshment table in preference to others that may have been going about. I may add that our men were also well cared for, for we had very large regimental funds, and the men would always have to be seen to before we had our own *chota hazri*, or "little breakfast."

I once had rather a funny manœuvre experience, which, a long time ago, I elaborated into a romantic yarn of about a column and a-half of another paper. I think, therefore, I may be excused if I compress the more or less actual facts into a few words in order to complete these notes. The manœuvres in question were not large, but in all there were about 6,000 men, and it was determined to practise them in the night attack. The defending party needed was very small, and all that seemed necessary for it was to sit tight and smoke for some hours until the attack. But this did not suit the zealous field-officer with whom I was detailed to take

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out three or four companies to a capital position a few miles from Hookumpore—which was *not* the place's right name. So before we started he confided to me that he intended to stretch a small wire entanglement across the key to our position.

We duly went out and worked away while it was light at the wire entanglement. Then we sat still and waited. It was very dark, and the attack had nearly developed before we realised how nearly the enemy were upon us. Indeed, it was a very creditably planned and executed little operation of the Tel-el-Kebir type, and was very nearly being successful. But someone fired his rifle a little too soon, and there was at once great confusion. Our men lined the hedges which, with the road protected by the wire, fronted our position, and pumped imaginary lead into the foe. Of course we thought our entanglement was useless. But no! Someone struck a light, and we saw we had caught one fish. It turned out to be the General Commanding the Attack, who had rushed forward in his eagerness to prevent a collision! He was rather bruised, and his manner to the major and me was—well, you know what those old Anglo-Indian generals can be if they choose.

THE BATTLES OF VERA.

AMONGST the hundreds of English people who at this time of year resort to Biarritz, St. Jean de Luz, and other winter havens of the Anglo-Saxon race under the sunny slopes of the Lower Pyrenees, it is surprising, nay, even shameful, to find how very few of these merry golfers, bikers, and picnickers possess anything further than the barest acquaintance with the fact that only ninety years ago this beautiful country was the theatre of one of the most glorious chapters of their own military history. It is no exaggeration to state that there is hardly an important hill on the Franco-Spanish frontier which is not impregnated with the blood of British soldiers, while every village is reminiscent of more or less severe fighting.

A very popular excursion with visitors at Biarritz and St. Jean de Luz is the drive up the Bastan valley, through which flows the Bidassoa—the river for several miles dividing France and Spain—to the delightfully situated and picturesque Spanish hamlet of Vera. Vera was the scene of two sanguinary encounters in 1813, and subsequently was selected by Wellington as his headquarters for a period of several weeks.

The first fight at this spot, which is known as the battle of the bridge of Vera, forms a thrilling story of the bulldog pluck exhibited by our gallant riflemen in the Peninsula. It took place on August 31, 1813, the day on which San Sebastian fell to our assault, and which was selected by Soult for making three desperate attempts, at different points, to hurl back the balance of the allied army, distributed between Pampeluna and the heights of San Marcial, for the purpose of containing him in the Pyrenean passes. A strong French column had forded the Bidassoa in the Bastan gorge, and had soon driven back the Portuguese outposts on the Spanish side, when its further advance was checked by the arrival of a British brigade under General Inglis. The French then attempted to retire across the river, but meanwhile an awful tempest had swollen the waters, so that they had to make for the bridge at Vera, which was held by a detachment of the 60th Rifles.

The riflemen, only a company, disputed the passage of the bridge from a fortified farmhouse, and from 3 a.m. until dawn held 4,000 of the enemy at bay. Finally the French succeeded in killing or wounding every one of the defenders, and effected the passage, but they themselves lost 200 killed, including their commander, General Vandermaesen. The river below the bridge was simply piled up with corpses. The second combat at Vera took place in the following October, and raged round and about the curious-looking hills which we see in the accompanying illustration behind the village. On these hills the French, under Clauzel, were strongly entrenched.

BRIDGE AT VERA.

The scene of a desperate battle.

Our riflemen, starting from Vera, climbed to a small pine wood and there rested. Soon resuming their movement, they "with a scornful gallantry," to quote Napier, "swept the French off the first ridge, disdaining to use their rifles." The attack was continued, after a while, by the Portuguese caçadores and a few of the rifles, under Colborne. The French, judging by their sombre uniform that they were all Portuguese, rushed in close order out of their entrenchment and sent the scattered assailants tumbling down the hill. With shrill cries the French followed; but just at this moment Colborne, who had been bluffing, brought up the 52nd Light Infantry, who were lying hidden behind a ridge. The effect was electric. The 52nd rushed forward with a British cheer which seemed to cleave the sky, and after a short and sharp hand-to-hand encounter the French centre had been broken and was in full flight, ascending the bare heights alone.

From October 15 to November 15, 1813, Wellington made Vera his headquarters, and hither came all the celebrated veterans of the Peninsular Campaign to confer with their great captain. It was at Vera, too, that the army was joined by Mr. Thomas Heaphy, the founder of the Water-Colour Society, whom Wellington had invited out to sketch incidents of the campaign and execute portraits of the Staff. It will be seen, accordingly, that Mr. Mortimer Menpes' artistic tour during the South African War had a precedent. Mr. Heaphy's original terms for a portrait were forty guineas; but soon after his arrival at Vera he lost his way one dark night and was fired at by a sentry, which *contretemps* caused him to increase his price to fifty guineas. Whilst at Vera he undertook no less than twenty-six portraits, so that his enterprise must have turned out profitably. It is curious that at the present day none should be able to say with certainty which was the house in the village occupied by Wellington, though, of course, there are several habitations claiming this honour. Subsequently this healthily situated hamlet was utilised as a sanatorium for our sick and wounded.

Much more could be said about this interesting country, so intimately associated as it is with our Military history. But we trust that the brief description here given will lead to some at least of the visitors taking a greater interest in this charming spot.

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VERA, SPAIN.

A village on the slopes of the Pyrenees.

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THE DINGHY OF THE "BANSHEE."

Photos. Copyright "Navy & Army."

RUNNING FREE.

CLOSE-HAULED.

A skiff club for boats under 16-ft. long, any sailing rig, has been recently started in the Mediterranean Fleet, and the photographs here reproduced were taken on the occasion of one of the races at Malta. They show the dinghy of the "Banshee," torpedo-boat destroyer, rigged and sailed by Lieutenant A. C. Bruce, winning the race.

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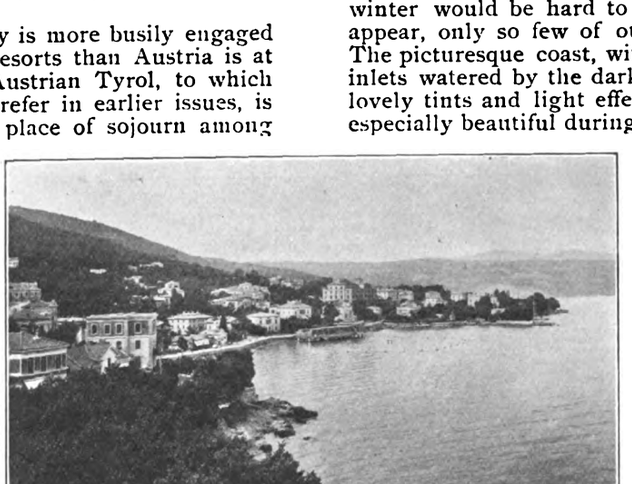
SOME OF THE BEAUTIFUL VILLAS AND HOTELS AT ABBAZIA.

ROUND THE WORLD.

ABBAZIA:

The Lovely Winter Resort on the Adriatic.

PROBABLY no other country is more busily engaged in developing its health resorts than Austria is at the present time. The Austrian Tyrol, to which we have had occasion to refer in earlier issues, is fast becoming a favourite place of sojourn among English people—both in winter and summer; and, provided the building of first-class hotels continues at the present rate, we shall not be surprised to see it occupy the position of the greatest playground in all Europe, Switzerland and Italy included.

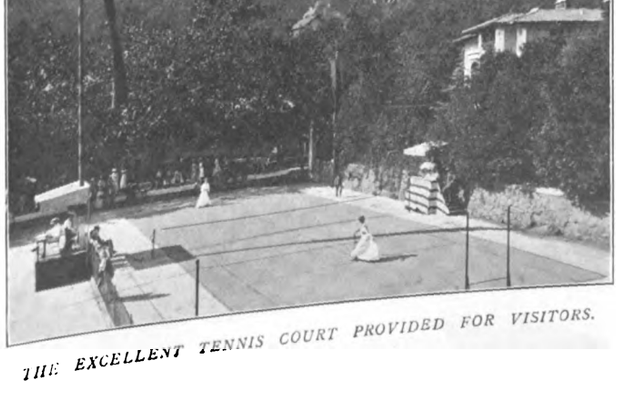


GENERAL VIEW OF THE TOWN

Unfortunately the sea-board of Austria is comparatively small, to which is probably due the fact that so little is heard or known, at least in this country, of the coast towns. Certainly the names of Trieste and Fiume sound familiar to the ear, but scarcely can the same be said of Abbazia, about an hour's drive from the Hungarian port of Fiume, which, by the way, is the only port that Hungary possesses.

With the exception, perhaps, of those who have cruised in the Mediterranean and the Adriatic, the existence of Abbazia is probably unknown to a good many of our readers. Its position will be seen on any map: tucked snugly away in the right-hand corner of the Istrian promontory at the head of the Adriatic. It is almost directly in a straight line with Venice, though separated by the breadth of the Gulf and Istria itself. A more restful and seductive spot from which to escape the dampness and dreariness of a London winter would be hard to conceive—yet, strange as it may appear, only so few of our fellow-countrymen know of it. The picturesque coast, with its innumerable little creeks, its inlets watered by the dark blue Adriatic, shows a variety of lovely tints and light effects at every season, and these are especially beautiful during the winter months.

As a matter of fact the birth of Abbazia may be said to be synchronous with the visit of Herr Schuler about half a century ago. This gentleman, who happened to be superintending the construction of the railway to Fiume, was so struck by the mildness of the climate and the luxuriant vegetation on this coast that he at once set to work and built himself a villa. He next induced the South Austrian Railway Company to erect an hotel, feeling certain that the place was bound to become a great health resort at some future date. That Herr Schuler was fully warranted in his prognostications is very clearly shown by the way in which Austrians and Hungarians, including even a few Russians, now flock there annually. Probably Abbazia would have remained until this day purely an Austrian resort but for the acquisition by the International Sleeping Car Company of the hotels and villas originally built by the Austrian line. At the same time the Sleeping Car Company entirely reorganised and improved the train service, which, it may be said, leaves little to be desired.



THE EXCELLENT TENNIS COURT PROVIDED FOR VISITORS.

THE GARDEN RESTAURANT PRESENTS AN ANIMATED SCENE.

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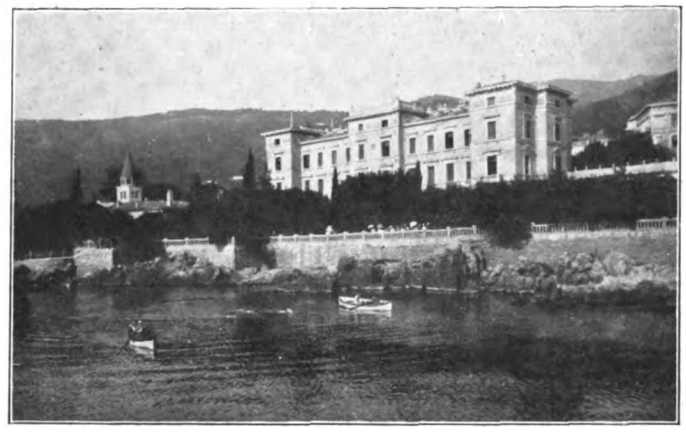
The journey from London is attended by no greater amount of fatigue than that to the Riviera, occupying only forty-eight hours. Moreover, when it is remembered that it is served by none other than the International Sleeping Car Company, which runs a special service of trains-de-luxe, little further remains to be said for the comfort and convenience of the traveller.

The high excellence of this company's hotels in centres such as Nice, Monte Carlo, Cairo, and elsewhere is well known, so that when we say that the charming Stéphanie and Quarnero hotels at Abbazia, including the pretty little villas which serve as dependencies, are also controlled by the Sleeping Car Company, visitors may rest assured that their comfort and convenience is studied in every possible way. One can travel nowadays either *viâ* Calais or Ostend, the route then taken being by way of Frankfort, Nuremburg, and Vienna. Of course, the journey may be broken at any of these places should the traveller wish it. Taking into account the splendid accommodation provided, the fares appear very cheap, being £13 3s. 10d. by the former route and £12 11s. 1d. by the latter. It may interest those already stationed in the South of France to know that they can reach Abbazia from Venice, whence the remainder of the journey is covered in about nine hours. We may mention that the ancient seaport town of Trieste well repays a visit, and that the Hotel de la Ville is one of the best in the city. Trieste is, of course, the starting place of the splendid steamers of the Austrian line which convey the traveller to Alexandria, etc. No visitor should leave Trieste without having made the coast drive to the Castle of Maramar, which is most enjoyable.

At the present time the traveller from England alights at Mattuglie Station, about two miles distant, whence a fly conveys him down a steep zizag road to the picturesque little town of Abbazia. It is unwise to run the risk of finding rooms on arrival, as the hotel and *pension* accommodation is naturally limited. Before leaving England the better plan therefore is to make enquiries at the offices of the International Sleeping Car Company (20, Cockspur Street), where the fullest particulars can always be had. The villas of which we spoke before are owned by the same company, and are served with meals from the hotels. So comfortable are they that such distinguished personages as the King and Queen of Roumania, and the Grand Duke and Duchess of Luxembourg, who recently visited Abbazia, preferred this mode of living to the trouble of a separate establishment. Prices at the hotels are distinctly moderate, especially if one conforms to the Austrian way of living. This consists of making the principal meal of the day at a time that luncheon usually figures on the *menu* elsewhere, and instead of late dinner a light supper be taken.

THE HOTEL STEPHANIE AND ITS "DEPENDANCE."



THE HOTEL QUARNERO.
Another of the Sleeping Car Company's Hotels.

One of the greatest charms of Abbazia is the entire absence of mosquitoes, rendering sleep as enjoyable as at home. The temperature in winter is, generally speaking, far more equable than that of the Riviera; the rainfall is perhaps a little greater. It should be mentioned that Abbazia is held in high esteem by the medical authorities for persons affected with throat troubles; the climate has also been found especially suited to persons affected with heart disease and nervousness. The baths, which have proved beneficial in a great number of instances, are not given during the winter, the season for these being from May to November.

There are innumerable excursions in almost every direction, and these may be undertaken either on foot or by hiring a carriage. Dances are arranged at the hotels during the winter, while concerts and other select entertainments are provided for the amusement of visitors. It should, however, be understood that people do not visit Abbazia for the same reason that they go to Nice or Monte Carlo; if you want such gaieties you are strongly advised to keep away.

Abbazia is practically an all-the-year-round place, though from February till the end of April is the season generally selected by English visitors.

A FAMOUS ITALIAN SPRING.

AMONG the different kinds of mineral waters now drunk abroad the "Claudia," which is derived from a spring near Rome, is by far the most popular table water in Italy. It is most palatable even when taken alone, being light, cool, and naturally sparkling. Large quantities of this spring were consumed by the ancients of Rome, who were well aware of its digestive properties.

The photograph we reproduce is likely to become an historic one, being taken recently at Anguillara on the occasion of the visit of some of the most eminent Italian physicians, appointed by the Board of Hygiene to report on the Claudia Springs.

A NOTABLE GATHERING.
Physicians at Anguillara, near Rome, recently appointed by the Board of Hygiene to report on the Claudia Springs.

We understand that it is proposed to erect at once a commodious up-to-date establishment at Anguillara, where visitors will be waited upon by waiters and waitresses of nearly every nationality dressed in their native costume. It will, moreover, be possible to order a dinner after the style of almost every civilised country.

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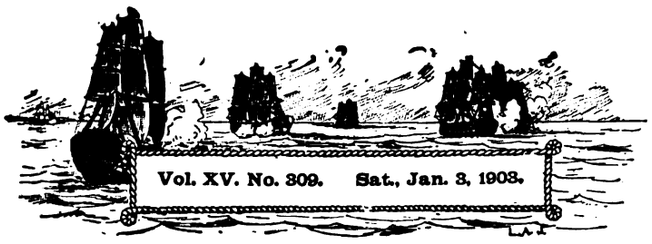

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MEMS. FOR NAVAL AND MILITARY MESSES.

DURING the season of 1903 the North London Rifle Club will hold two shoots weekly at Bisley, all day long, on Wednesdays and Saturdays, from April 1 until the National Rifle Association Meeting in July. The subscription is only £1 1s. per annum, with an entrance fee of 5s., and the Championship and Jewel series will be framed so as to give those members who can attend once a week only an equal chance with those who attend twice. In view of the growing importance attached to the Palma Trophy and the Mackinnon Cup, and the hitherto poor accommodation for match-rifle shots, the committee have decided to give more facilities for Service rifle shooting at long ranges, and to reinstate the match-rifle series, with competitions at 800-yds., 900-yds., and 1,000-yds. on the days above stated, and it is intended to secure target accommodation at 1,100-yds. for a few weeks immediately preceding the National Rifle Association Meeting. The Club House at Bisley is now a permanency, and sleeping accommodation at a reasonable charge is provided; catering is also done by the committee.

Students of Continental Anglophobia who can also appreciate a stirring story of adventure simply told, will be interested in an article which appears in the *Wide World Magazine* for January. The article is entitled "How we Escaped from Ceylon," and is written by Field-Cornet W. H. Steyn, the leader of the only five Boer prisoners of war who ever escaped from Ceylon. Mr. Steyn tells how this remarkable exploit was accomplished, and his story of the way in which Russian officers sided with him and his companions opens up a nice diplomatic question. General De Wet eulogistically refers to the escape in his recently published book. "What will the world say of these young burghers?" he asks. "Surely, that more valiant and faithful men than they have never lived."

The City of London Volunteer Infantry Brigade Bearer Company held their first smoking concert at their headquarters, the Holborn Town Hall, on Saturday, December 13. The chair was taken by Captain A. C. Tunstall, M.D., officer commanding, who was supported by Brigadier-Surgeon Lieutenant-Colonel W. R. Smith, M.D., Lieutenant-Colonel Humphreys, M.D. (15th Middlesex), Captain Ducat, M.D. (London Rifle Brigade), and Lieutenant and Riding-Master T. Sinfield, Army Service Corps. During the evening the vice-chair was occupied by Sergeant-Major R. E. Wilson and Sergeant-Instructor J. E. Williams. The large audience appreciated to the utmost the pleasant entertainment afforded them by Mr. Will Johnson, Mr. Syd Johnson (who was also musical director), Mr. Charles Rumbles, Mr. James Ellis, and Master Willie Ellis. Mr. E. W. Burr accompanied the artistes at the piano with great taste. Captain Tunstall mentioned in his speech that, although the company was only formed in April last, the members had made themselves efficient, and had attended the Brigade camp at Aldershot. This had only been achieved by hard work, and he thanked the non-commissioned officers for the way in which they had worked to bring the company to its present state. The company had also been on duty at the Coronation, the King's visit to London, and Lord Kitchener's welcome home. He also said there were a few vacancies which required filling up, and that he hoped some of those present in private clothes would volunteer to fill up the vacancies. Brigadier-Surgeon Lieutenant-Colonel W. R. Smith also said he hoped those who were not now Volunteers would decide to serve their country and join the Bearer Company. Everyone present had a most pleasant time, and the concert was a great success.

"Brown at Brighton," which is now running at the Avenue Theatre, forms a very amusing evening's entertainment, although the situations are at times a trifle absurd. There are a runaway couple, pursued by a furious American millionaire parent, who involve poor Bertie Brown in their misfortunes, leaving him to be chased and to take refuge in a lady's bathing-gown under a boat. All the principals work very hard, Mr. Dallas Welford and Miss Ethel Clinton carrying off the principal honours.

Two very useful books have just been published by Messrs. Gale and Polden, Limited, one entitled "Practical Hints for Mounted Infantrymen," and the other "Patrolling in South Africa"; this latter also contains some very valuable information on the training of scouts at home. Both publications are illustrated by sketches, all of which are fully described in the reading matter. Considering that the low prices place them within the reach of all, they ought most certainly to be taken up by those interested in these subjects. The price of the first-named is 6d., while that of the latter is 1s.

A heavy gloom settled over Calcutta at the news of Sir John Woodburn's death. He had been ill for so long, and so much hope had at one time been felt for his recovery, that it was as a shock that the end came. A very great many people attended the funeral, and he was, of course, buried with full military honours. Eight men of the Argyll and Sutherland Highlanders carried the coffin, and placed it on a gun-carriage which had been brought from Barrackpur by the 64th Battery Royal Field Artillery. The coffin was flanked by men of the Calcutta Light Horse, and after them drove Major Strachey, the late Lieutenant-Governor's private secretary, two military A.D.C.'s, and one Naval A.D.C. Other carriages followed with the Judges of the High Court and other prominent officials, and after the last carriage came another detachment of the Calcutta Light Horse. Mr. Raleigh and the Chief Justice of Bengal were the chief mourners.

We have received from the proprietors of the "Mittheilungen aus dem Gebiete des Seewesens" a copy of their "Marine Almanack," a Naval pocket-book which all who understand a little German should make a point of obtaining. The tables of ships are as usual thoroughly complete, and the remarks on the artillery of the various fleets form a very important feature of the book. It is full of most interesting and useful information. The price is 4m. 50pf., and the book is cheap at the price.

At the Dowdeswell Galleries there is a very good exhibition of pictures and portraits by Mr. Nico. W. Jungmann, which should be visited by those who take an interest in really good work.

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THE
NAVY & ARMY
ILLUSTRATED.

VOL. XV.—No. 310.] SATURDAY JANUARY 10th, 1903

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THE NEW HEAD OF THE HOME DISTRICT.

MAJOR-GENERAL LAURENCE JAMES OLIPHANT, C.B., C.V.O.

The Guards preponderate so greatly in the Home District that it is, practically speaking, a necessity that the command of the latter should be in the hands of a Guards' officer. To Sir Henry Trotter is now succeeding Major-General Oliphant, who was lately in South Africa as a Major-General commanding the Germiston District. He had previously seen service at Suakin in the course of the Soudan Expedition of 1885, and has a long association with the Grenadier Guards, which he entered in 1866. General Oliphant has also served temporarily in command of an Infantry Brigade at Aldershot.

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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

Publishers' announcements and books for review should be addressed direct to the Editor of the NAVY AND ARMY ILLUSTRATED, *20, Tavistock Street, Covent Garden.*

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THE TRUE PURPOSE OF PAGEANTRY.

ONE of the speakers at the recent Indian Native Congress (which, by the way, ought to have attracted more attention in this country) said that the natives of India were not children who could be made content with a shadow when they expected a substance. The reference was, of course, to the Durbar. Of this remark there are two things to be said. First, that it reveals the speaker's small acquaintance with the habits of mind of the majority of the natives of India. Second, that nevertheless it represents the view of such ceremonies as that of last week which is taken by a very large number of Englishmen.

This orator was probably a Babu; highly educated, no doubt, very likely an Oxford man. But India is not entirely or even chiefly inhabited by highly-educated Babus. They form, indeed, a very, very small minority even of the Babu element in the Indian population, and that element again is in a minority, if we look at the mixture of races and clans and nationalities which we have brought together under peaceful British rule. In the East one may say in a general way that shadows very often are accepted in place of substances. The Turk suffers in a dozen directions from misgovernment, but so long as he regards his Sultan as the Head of Islam, the Commander of the Faithful, the steadfast bulwark against the pushing inroads of the Giaour, he suffers in silence, and is content to suffer. In Persia the faces of the natives are ground by taxation, and the system of provincial administration is a disgrace. Yet the Persians bear all their ills without open complaint in order that the Shah may live in state and make expensive visits to Europe, and the Court be maintained with suitable extravagance. Even if our system of government in India was not for the ultimate good of the people we govern, we could probably keep them quiet by appealing to their imagination with such well-ordered splendour as that which marked the proclamation of the King-Emperor. These processions of elephants, and gatherings of gorgeously attired Native Princes, and fanfares by silver trumpets, and obeisances to the Viceroy, may seem to the highly-educated Babu, as they seem to many people at home, to be merely shadows, and just a little ridiculous at that.

We find it difficult not to smile when we read of Lord Curzon making his speech "with one foot resting on a silver footstool," when we picture the elderly Foreign Secretary to the Government of India bowing low before the Vicereal throne as he asks permission to open the Durbar, when we think of the solemn way in which the Viceroy has arranged it all and borne his part from beginning to end. Lord Lytton, who had as great a sense as Lord Curzon of the usefulness of pageantry and magnificence, went about his task with a cheerful delight in splendour for its own sake. He loved bright colour and waving pennons and marches-past of the earth-shaking beast. He would have been just as much pleased with them if he had been a humble spectator instead of Viceroy. Lord Curzon, on the other hand, imports into the business a high seriousness of demeanour which is bound to amuse those who are born with a sense of the humour of such a mental attitude. The cause of our mirth is the apparent disproportion of means to end. It seems strange to us that so much time and thought should be devoted to a procession and an empty ceremony (for, after all, it is mere form to proclaim the Emperor two years after he has ascended the throne and been accepted as head of the State without protest or contradiction). We look upon it as a task better suited to a circus manager than to a great official, the representative of the Sovereign, the ruler for the time of people who are in number even as the sand of the sea.

And yet ceremony is a necessary part of statecraft, at any rate in our present stage of development. It is a necessity even among Western races. We still keep up the idea of the divinity that doth hedge a king. We still insist upon the punctilio of Court etiquette. We still clothe our judges in scarlet robes and full-bottomed periwigs. If we in Europe live so much by symbols, much more must we take account of the Asiatic fondness for pomp and shows.

"What are thou, thou idol ceremony?"

Shakespeare made Henry V. ask bitterly, as he reviewed the attributes of kingship. And again the poet put into the mouth of Timon of Athens that pregnant saying:

> "Ceremony was but devised at first
> To set a gloss on faint deeds, hollow welcomes,
> Recanting goodness, sorry ere 'tis shown;
> But, where there is true friendship, there needs none."

When there exists "true friendship" between rulers and their peoples we may be able to reduce ceremonial to smaller proportions. Until that time comes it serves a useful purpose, and must be kept up. This is the light in which to look upon the Delhi Durbar and all such celebrations. We may justly be proud of them as emblems of the great work we have done in India. At the same time we may reasonably hope they will have their effect in bringing the results of that work home to the mind of the world. But they ought also to make us realise more vividly our responsibilities to India and to quicken our interests in the huge Empire which we have taken under our control.

HISTORICAL records of the following regiments are published by authority of the War Office, and can be obtained through any bookseller at the price of 4s. each volume: The 46th (now 2nd Battalion Duke of Cornwall's Light Infantry); the 73rd (now 2nd Battalion Black Watch); and the 71st and 74th (now 1st and 2nd Battalions Highland Light Infantry). Besides these there are an illustrated "History of the 32nd Regiment, now 1st Battalion Duke of Cornwall's Light Infantry," by Colonel G. C. Swiney; "The Black Watch: The Record of an Historic Regiment," by Archibald Forbes, LL.D., published by Cassell and Co.; and the "Historical Record of the 71st Regiment, Highland Light Infantry," by Lieutenant J. T. Hildyard (now General Sir H. J. T. Hildyard, commanding the 1st Army Corps). Gale and Polden's "Records and Badges of the British Army," price 15s., also gives information as to the histories of all these regiments.

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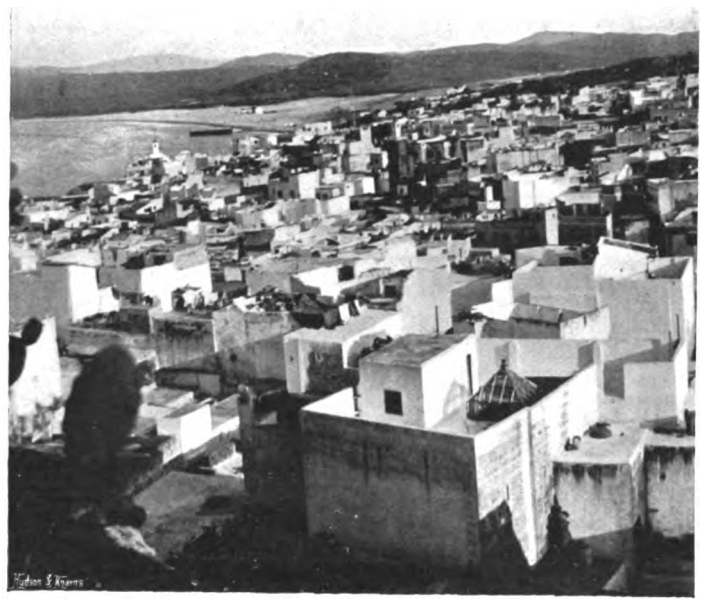
THE REBELLION IN MOROCCO.

THERE have been some rather exciting developments in Morocco since the appearance of the two special articles dealing with the Rebellion and its causes which were published, with accompanying illustrations, in our issues of November 22 and 29. Towards the end of December the army of the Sultan, which had gone forth with the intention of crushing the rebel leader, was attacked at night by the latter near Tesa, and completely routed. It is said that 2,000 of the Sultan's troops were killed, a number appear to have deserted to the enemy, and the remainder fled in utter confusion, leaving behind them artillery, tents, rifles, ammunition, and stores. For a time it seemed as if nothing could stop the rebel leader from marching on Fez and capturing it, notwithstanding the frenzied efforts of the Sultan to place it in a state of defence. But the latest advices at the time of writing state that Bu Humara has not followed up his victory, but has unexpectedly retired to Tesa, having been abandoned by an important tribe who wish to deposit their loot in a safe place before proceeding to further enterprises.

Although this circumstance has to some extent discounted the effects of the Sultan's defeat, there is still the gravest cause for anxiety lest he may not be able to recover the ground he has lost. Fez appears to be incapable of serious defence for more than a very short time, owing to its position and the ruinous state of the city walls. Accordingly another early effort will doubtless be made to meet Bu Humara in the open, and in this the Sultan will have the effective assistance of the redoubtable Kaid Sir Harry Maclean, whose personal prestige may do much towards turning the tide of events. But the rebel leader's already numerous following, the success he has achieved, and the trepidation which the latter caused in the capital, must mean that, even if the Sultan can hold his own, there will be civil war in Morocco until Bu Humara is finally crushed.

Meanwhile the Sultan must be credited with a very astute move. Much had been made of the possibility that the leader of the rebels might be the Sultan's own brother, Mulai Mohammed, with whom Abdul Aziz was known to be on terms of pretty open hostility. The Sultan has smartly dispelled this illusion by bringing Mulai Mohammed in from Mekinez, where he had been residing, to Fez, becoming publicly reconciled to him, and appointing him Governor of the Province of Fez. This has had an excellent effect upon the tribes in the neighbourhood of the capital, and the security of the latter appears to be temporarily assured.

WATCHING THE HORIZON.
Spanish sentry at Ceuta, the Spanish convict settlement.



TANGIERS.
Where several Europeans from Fez have taken refuge.

Photos. Copyright. "Navy & Army."

A CORNER IN FEZ.
The Capital of the Sultan of Morocco.

Apart from the internal politics of Morocco, the situation, only partially developed as it is, is necessarily being watched with the keenest interest by the whole of Europe. Up to the time of writing the attitude maintained by all the Powers directly interested has been delightfully correct, and there has been quite a notable profusion of assurances on all sides that nothing is further from the minds of this Government and that than any intervention in Moorish affairs, unless such intervention is rendered absolutely inevitable. But it is impossible to be blind to the fact that the interests of at least three European Powers in Morocco are so serious that at any moment the events which have occurred during the past few weeks may lead to serious complications. In the event of the Sultan's dethronement Spain would expect to be considered in any subsequent "arrangements" that might be necessary; France would gladly seize the opportunity of extending her North African possessions; and we should be compelled to protest very vigorously indeed against any measures calculated to diminish the leverage which the possession of Gibraltar gives us. Italy has also sound reasons for objecting to the increase of French armed strength on the northern coast of Africa, and Germany has, of course, discovered that she has "commercial interests" to protect in Morocco which will make it impossible for her to stand aside if the Moroccan question were to be reopened.

Altogether it is a "pretty kettle of fish," and it may be a good many weeks before anything like a satisfactory conclusion can be arrived at. The best that can be hoped is that the Sultan's arms may be quickly and definitely victorious, but even in that event it is idle to suppose that anything like real and permanent tranquillity will be attained. A rebellion which has scored even such a temporary success as Bu Humara obtained at Tesa is a great upheaval, and it is not at all likely that in this case the disturbed mass will settle down again into anything resembling the exact *status quo*.

It is satisfactory to know that peace will be maintained in Tangiers, which contains so many Europeans. The chief men of the country districts round the town have given assurances to the authorities that they will undertake entire responsibility for the safety of the place, and that the Christians in it shall be in no danger, no matter what occurs.

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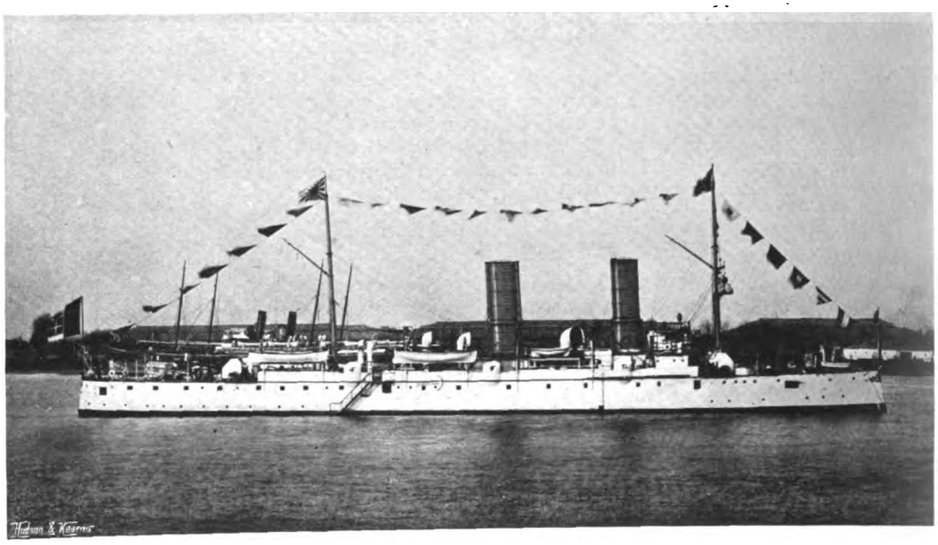
THE VENEZUELA BLOCKADE.

A STRICT blockade of the entire coast-line of Venezuela was established at midnight on December 20. Mr. Balfour foresaw that a "peace blockade" would give rise to needless complications, and the joint action of Great Britain, Germany, and Italy was, virtually, an act of war to which no exception has been taken by the United States. Preliminary negotiations indicated that the Allies could not include neutral shipping unless a state of war was established. Virtually, then, we have been at war with Venezuela since December 20, although the Allied Powers are content to rely solely upon a strict blockade. The affair at Puerto Cabello, though not described in our previous article, need not now be dwelt upon. The maltreatment of a British merchant ship obliged the Commodores to bombard and capture an old fort, and but for the representations of the British and German Vice-Consuls, a brigade would have been landed to seize the town. The fire of the cruisers was returned by the fort, but ineffectually. The firm attitude of Commodore Montgomerie is approved. On December 18, only two days before the notification of blockade, men of our cruiser "Indefatigable" were permitted to land at La Guaira to purchase provisions. This curious incident occurred several days after our capture of the Venezuelan gun-boats; and even when blockade was fully decided upon, the Powers were still entertaining proposals for a settlement by arbitration. President Roosevelt was urged, especially by Germany, to act as arbitrator, but, after several days of hesitation, declined. He was influenced, no doubt, by the American Press, which saw or imagined a desire on the part of the Powers to saddle the United States with the responsibility of the financial settlement.

Meanwhile, the blockade continues, and it has not been barren of incidents. British ships are watching all ports from La Guaira to the Orinoco, German and Italian vessels the western portion of the coast. The British Admiral continued to direct operations from Trinidad, relying upon the Commodores for the actual work of blockade. Our only mishap has been the stranding of the sloop "Fantôme" up the Orinoco, but the ship has now been floated, and is not seriously damaged.

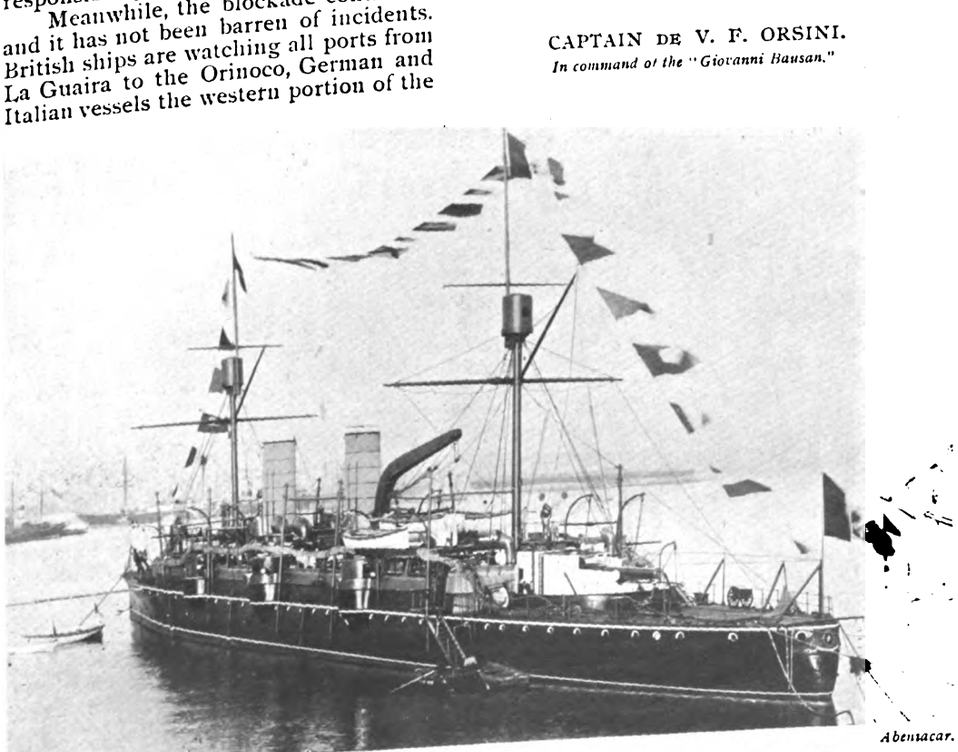
Herewith also we reproduce photographs of some of the Venezuelan ships which have been captured by our vessels during the operations. The gun-boat "Bolivar," which was the nearest approach to a war-ship the Venezuelans possessed, was captured on the night of December 10 last by an armed boat from the "Charybdis." The officers of the vessel were landed at Port of Spain, while the crew were conveyed by the "Alert" to Guiria, on the Venezuelan coast opposite Trinidad. This vessel was armed with four light guns, two field guns, and a Nordenfelt. The "Zamora," a troop-ship of 900 tons burthen, and the "23 de Mayo" were captured by the sloop "Alert." The "23 de Mayo" is a steam launch armed only with a Nordenfelt gun, while the "Zamora" carries two light and two field guns. Both these ships were taken on the same day off the Venezuelan coast, and the next day the "Alert" made a further capture in the "Zumbador." The crews of these three ships were all landed on Venezuelan territory, and the prizes were taken to Port of Spain under their own steam with prize crews on board. A Naval officer who was on board one of them describes their condition as "filthy." In this connection it is interesting to note that the "Restaurador," which was captured and taken to Trinidad by a crew from the "Vineta," was formerly the property of the American multi-millionaire, Jay Gould, and was well known as the "Atlanta." Another illustration shows a Venezuelan revenue cutter and schooner being towed into the harbour at Trinidad. The whole capture of the Venezuelan fleet would appear to have been effected without bloodshed, which is not so remarkable when one realises how completely taken by surprise the vessels were in almost every case, and how quietly the work was carried out, the operation not being



THE ITALIAN CRUISER "ELBA."

The "Elba" is an armoured cruiser of 2,730 tons displacement, with an I.H.P. (natural) of 4,928 and a speed of 15·9 knots, while on forced draught, with a H.P. of 7,471, she can attain a speed of 17·9 knots. Her heaviest guns are four 6-in. quick-firers, besides which she has six 4·7-in. quick-firers and several smaller guns, also two torpedo-tubes. Her complement is 257 all told.

CAPTAIN DE V. F. ORSINI.
In command of the "Giovanni Bausan."



Abenacar.

Photos. Copyright.

THE ITALIAN CRUISER "GIOVANNI BAUSAN."

The "Giovanni Bausan" is an armoured cruiser of 3,337 tons displacement, with an I.H.P. of 5,850, giving a speed of 17·9 knots (natural). Her armament consists of two 10-in. guns, six 6-in. guns, four 6-pounders (quick-firers), eight 1-pounders (quick-firers), and two machine guns. Also this vessel possesses three torpedo-tubes. She was launched at Elswick in 1882.

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THE CAPTURED VENEZUELAN NAVY.

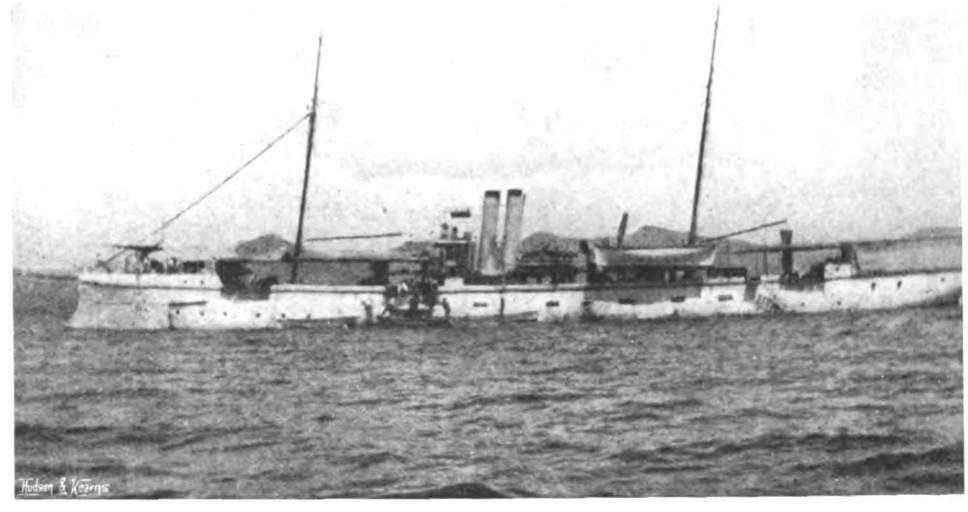
known in Caracas until a day after the news had been wired to the rest of the world.

Italy has now two cruisers on the coast, of which we produce illustrations. These are the "Elba" and "Giovanni Bausan." The latter, under Captain Orsini, was built at Elswick in 1882. She displaces 3,330 tons, steams 17 knots, and carries 277 men. She mounts two 10-in. and six 6-in. guns, and has three submerged tubes. The "Elba" displaces 2,730 tons, and steams 16 to 17 knots. She has a protective deck, and carries four 6-in. quick-firers and six 4·7-in. quick-firing guns. Her complement is 257 men. The fine Italian cruiser "Carlo Alberto" has been ordered south from Halifax. This vessel, until recently placed at the disposal of Signor Marconi, displaces 6,500 tons, carries a powerful armament, and can steam 19 knots.

In the early days of the blockade the German cruiser "Falke" captured a schooner, took out the main-mast, and abandoned her. The first prize was seized by the "Tribune," and this was a schooner carrying German goods. This vessel has made several other prizes, and so, too, have our Allies, from which it appears that the blockade is thoroughly effectual. Captain Orsini has taken a vessel containing 29,000 bolivas, probably the most valuable of the prizes.

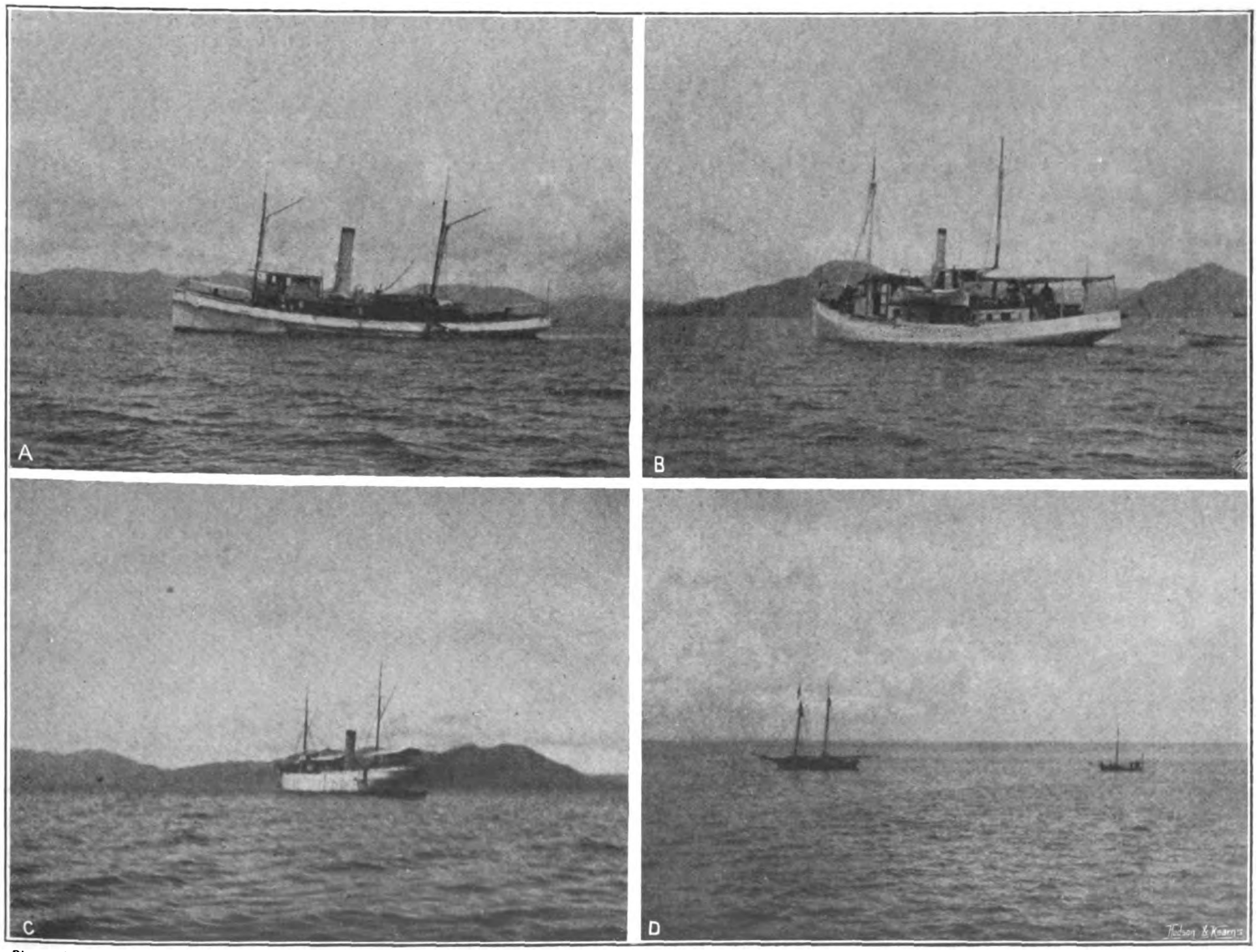
Rather a curious incident has been the dispute over the American steamer "Caracas," trading between the States and La Guaira. Having sailed before the blockade was declared, she was permitted on December 23 to land mails and freight at La Guaira. After December 30 no neutral steamers could claim grace, but some sailing-ships might claim it, even up to yesterday.

It has now been decided, however, that the claims of the Powers shall be submitted to The Hague Tribunal, although Germany's extra claim for £68,000 may produce complications. We are demanding a much smaller sum, although British property is held to have sustained the greater damage.



THE "BOLIVAR."

A Venezuelan gun-boat captured by the "Charybdis."



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A. THE "ZUMBADOR," A TUG-BOAT CAPTURED ON DECEMBER 11 BY THE "ALERT." B. THE "23 DE MAYO," A STEAM LAUNCH CAPTURED ON DECEMBER 10 BY THE "ALERT." C. THE "ZAMORA," A TROOP-SHIP OF 900 TONS, ALSO CAPTURED BY THE "ALERT." D. A VENEZUELAN REVENUE CUTTER AND SCHOONER BEING TOWED INTO TRINIDAD HARBOUR. THESE ARE ALL CAPTURED VESSELS OF THE VENEZUELAN NAVY, AND ARE NOW UNDER BRITISH COLOURS.

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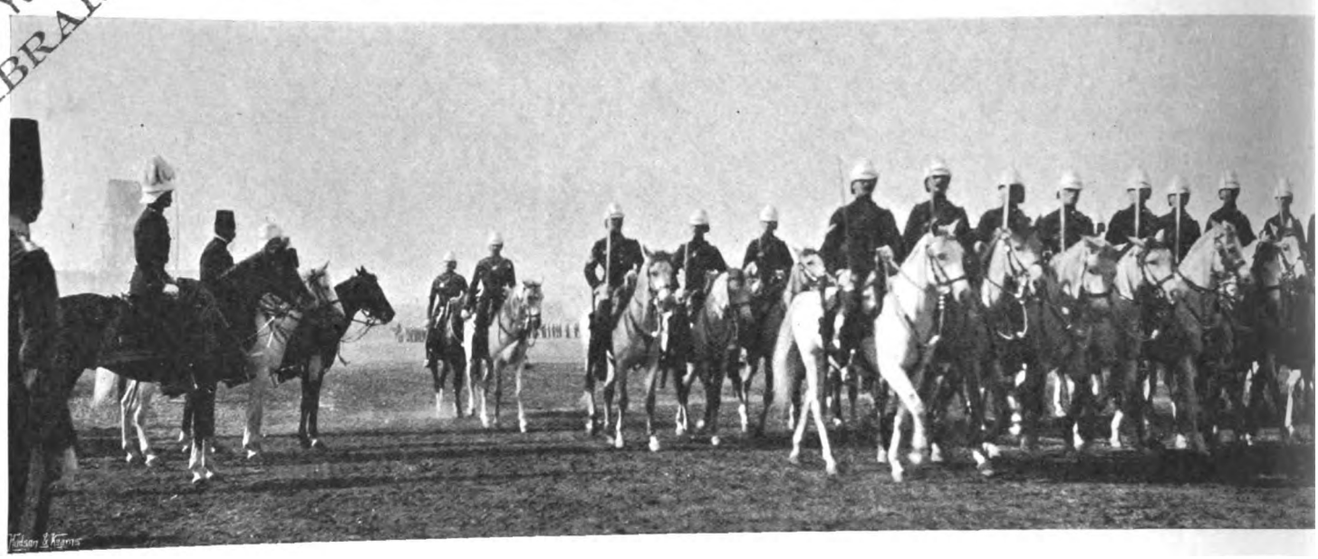
A ROYAL REVIEW IN EGYPT.

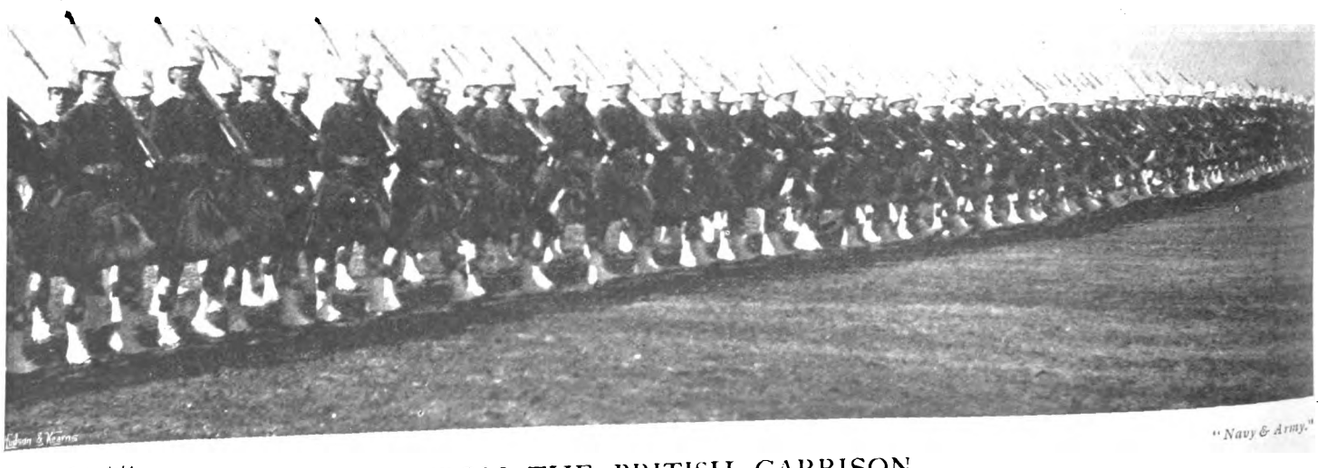


THE MARCH PAST BEGINS.

The Duke of Connaught and the Khedive at the saluting point.

THE EGYPTIAN ARTILLERY.

One of the chief products of Lord Kitchener's rule as Sirdar.



"Navy & Army."

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FROM THE BRITISH GARRISON.

The 1st Battalion Seaforth Highlanders marching past.

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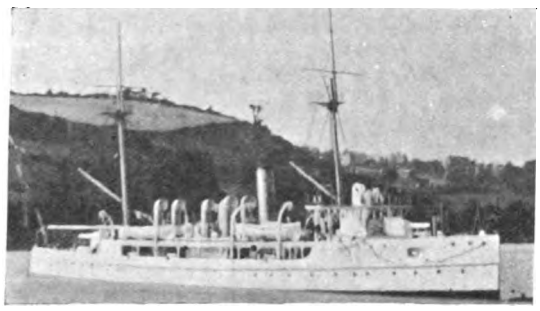

A BRITISH GUN-BOAT.

A CALL TO DUTY.

A FRENCH CRUISER.

THE SEA-POWER OF THE NATIONS.

By JOHN LEYLAND.

A Record of Policy and Progress from Week to Week.

THERE are many indications that an attempt is about to be made to create a new Navy for Spain, and the movement in favour of Spanish Naval expansion deserves attention in this country. The young King is understood to favour it; his Ministers regard it as a means of increasing the political importance of the State; and it is believed in many quarters that a large volume of constructive work will cause the flow of foreign capital into the country, and have a vivifying influence upon some national industries. The Queen Regent adopted a sagacious measure when, upon the advice of the Duke of Veragua, late Minister of Marine, she appointed a committee to report upon the question, consisting not only of the heads of the Naval Service, but of some who were largely interested in the Mercantile Marine and in important industrial and banking undertakings in Spain. Into the particular proposals put forward I do not intend to enter, because they are more or less still in a fluid condition, owing to the appointment to the Naval portfolio of Señor Sanchez Toca. That gentleman, however, appears to be every whit as enthusiastic as his predecessor, and is about to introduce a ten years' programme, involving the increase of the Naval Budget to about £4,000,000 annually, while it is proposed that a syndicate shall take over the arsenals, bring them to a state of modern efficiency, and there build vessels both for the Fleet and the Merchant Marine. The Minister is credited with holding the view that the time will come when Spain will find it expedient and desirable to depart from her present isolation among the Powers.

This seems to be the aspect of the matter which should attract attention in England. It would not appear that for a long time to come the Spanish Navy can be a large factor in the politics of Europe; but the presence of a strong torpedo flotilla in the neighbourhood of the Straits could not be disregarded, and a small and compact squadron of swiftly-moving vessels might exercise considerable influence, allied with the Naval forces of a great maritime Power. The task before Spain is not at all an easy one, and, if she should depart from her isolation and throw in her lot with any Continental alliance, it would require all the sagacity of her statesmen to secure protection from danger and to win a fair place in the game. So far as the existing Navy is concerned it may be disregarded. The main force was swept away in the disastrous war with the United States, and the contemplated Naval expansion implies practically the creation of a new fleet altogether. The Spaniards have illustrious Naval traditions, and have justifiable pride in the many heroic episodes recorded in their Naval history. What they have lacked has been administrative capacity, and the statesmanship which would have kept them free from damaging alliances, or have enabled them to assume a more weighty place in Naval coalitions. The abortive alliance in 1779, the unfair distribution of the joint burden in Calder's action, and Trafalgar itself, to name no other instances, show how dangerous for Spain are Continental political engagements. We may well conceive it to be a fascinating task for her Naval administrators to create the Navy afresh, and there is, in one sense, an unrivalled opportunity of taking advantage of the vast advances in Naval material which have been made in quite recent times.

I have been greatly interested to read a lecture delivered recently in the Athenæum at Madrid by Lieutenant Manuel Andújar Solana, which has just been published at the offices of the *Correo Gallego* at Ferrol. Its subject is the fighting ship, with special reference to the vessels to be put in hand, and there are appended to it some remarkable reflections upon Naval politics in the Mediterranean and upon alliances. In somewhat florid language, the Spanish officer speaks of a Fleet as the emanation of nationality, and says that, without the warmth of public sentiment, it is like a body without a soul. Those who live the Naval life, he says, will feel the profound truth of his belief that in some mysterious manner, and by radiations unexplored by science, national character goes out to the Fleet, and that national debility and moral weakness and decay are transmitted to the Naval mechanism, to the men, and to the vessels as fighting organisms. Hence, he adds, the danger of anarchical ideas and the vertiginous movements of particularist interests in the country. Here is the difficulty of the problem as it presents itself to Spain, since a squadron being the instrument and symbol of a policy, the character of the vessels which enter into its composition is decided by political considerations and the strategy that arises from them. Lieutenant Solana adduces the homogeneity of the British Fleet, and the want of that quality in the French, as illustrations of the virtue that resides in logical and sustained purposes, or, as he elsewhere puts it, in sound national ideas materialised in vessels, fighting units, and fleets.

His object is, of course, to develop in the intellectual centres of Spain a larger interest in Naval questions, and a wider comprehension of their bearing, so that ultimately a sound body of public opinion may be formed. He particularly draws attention to the views of those who, like himself, hold that the creation of a Fleet presupposes an alliance, and, therefore, a national and external policy well defined, and he points out that Spain is both a Mediterranean and an Atlantic Power. He proceeds to expound his ideas in a discussion of various battle-ship classes, which he illustrates by diagrams, and arrives at the conclusion that the new Italian type, with its displacement of 12,624 tons, its armament of two 12-in. and twelve 8-in. guns, its adequate protection, speed of 21·5 knots, large coal capacity, and extensive range of action, is the most suitable for Spain to adopt.

The whole argument is interpenetrated with the idea that the ultimate outcome of a programme of Naval expansion must be an alliance, and he argues with something of convincing force that the right and safe alliance for Spain is one with Great Britain. This view is based upon the belief that our immense Naval resources will give us victory in the end, making us arbiters in the quarrels of Europe, and that it is well to be friendly with the winning side. Lieutenant Solana very rightly assigns the highest Naval importance to the Mediterranean, and remarks that the victor in the western basin and the Straits of Gibraltar will be the victor in Europe. From these considerations follows the importance of Gibraltar, Ceuta, Cadiz, Cartagena, the Balearic Islands, and indeed all the Spanish ports in the Peninsula and on the African coasts generally. But the author I am quoting does not put these forward as by any means enough in themselves. It would be churlish to deny that Spain has interests and justifiable aspirations in Morocco, and though we may hope that the dissolution of that troubled State, which Lieutenant Solana regards as inevitable, is yet far

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distant, it is impossible not to share his belief that, if the break-up should happen, Spain can hope for nothing from the Continental Powers. Such hopes, he says, are chimerical, and to trust to them would be puerile. He discerns weakness in the Franco-Russian alliance, and this, he thinks, should be enough to weaken Spanish sympathy for those Powers. If Spain were allied with them, and they were defeated, she would suffer mutilation and financial catastrophe. If, on the other hand, she joined the Triple Alliance, and the Central Powers were defeated, she would be attacked by sea and land. And, if the group to which she allied herself should be victorious, her Military forces would have taken no part in the triumph, and what could she hope to gain? In short, the way of Continental alliances is full of danger for Spain, and presents no prospect of advantage to her, since no expansion in Africa, and no accession of power in the Mediterranean, can be attained without the consent of England. By this train of reasoning does Lieutenant Solana arrive at his conclusion that an Anglo-Spanish alliance is the solution of the Spanish difficulty. The means by which such an alliance might be brought about are indicated as a strong Army, capable, if possible, of making the Pyrenees impregnable, and a powerful Naval force to be used in the Straits of Gibraltar, where is discerned the remote danger of French presumption, and the most important point in every Naval campaign having its purpose in the Mediterranean or Northern Africa. The Spanish officer's object is to urge the Government to adopt such a line of action as may serve as the base for the creation of a homogeneous Fleet constructed for a known and definite purpose.

His views are certainly interesting, even if they do not convince his compatriots, or win us round to the view that it is to our interest to conclude an offensive and defensive alliance with any Continental Power. The Naval significance of the views put forward, so far as Spain herself is concerned, is one to which I have often directed attention in other relations—the need of fixed and continuous policy for the right direction of effort in all Naval concerns.

THE OSBORNE TRAINING ESTABLISHMENT.

THE provisions of the new Naval scheme whereby cadets are to undergo a certain portion of their training at the establishment the Admiralty are preparing at Osborne, give added interest to the photograph reproduced herewith of the Royal mews. They are situated near the Prince of Wales's entrance to the estate, and together with numerous cottages in the vicinity, and Suter's Shipyard on the river Medina at Kingston, have been taken over by the Admiralty for the use of the cadets, and turned into workshops, gymnasia, etc. The cadets will be accommodated on board a training-ship to be stationed in Osborne Bay, and they will make regular sea trips in the "Venus," which has just been sent to Southampton Water to take up her station there. The stable buildings form the four sides of a square, and the large inner courtyard can be entered through the archway shown in our illustration.

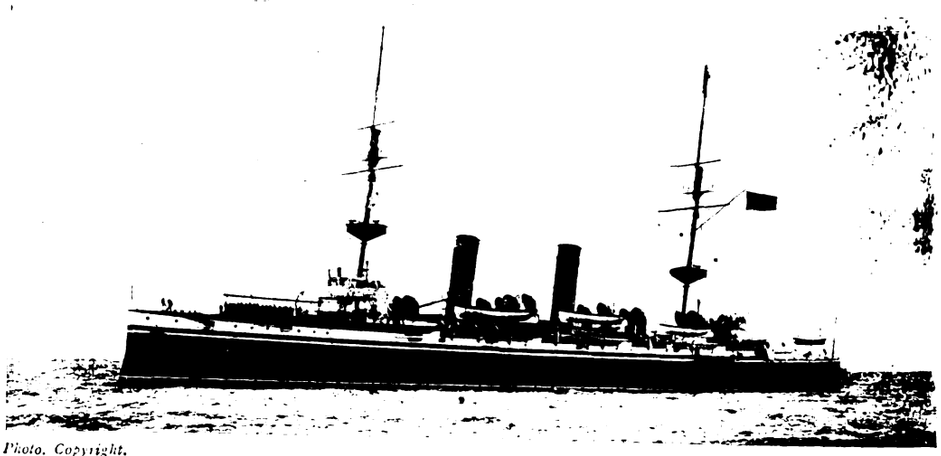
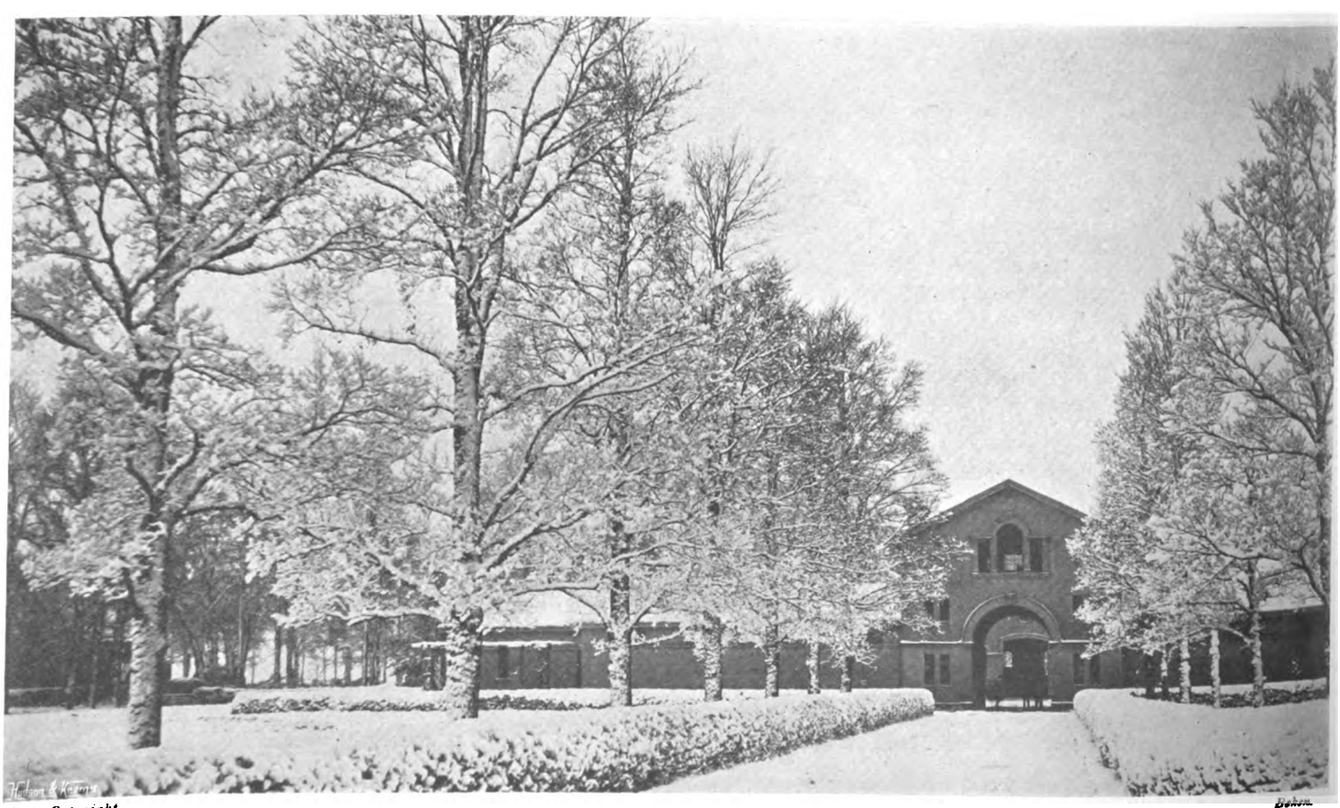


Photo. Copyright. Ellis.

THE CRUISER "VENUS."

In which the cadets will get sea-going experience.

The "Venus" is a first-class protected cruiser, built in 1894 by the Fairfield Company. She is a sister ship to the "Isis," the vessel which has been acting since last summer as sea-going tender to the "Britannia," taking the fourth term cadets for cruises to enable them to get some sea experience before passing out of the training establishment. The experiment has been an undoubted success, and will doubtless lead, as is foreshadowed in the new scheme, to a wider and more extensive use of this style of training.



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OSBORNE MEWS UNDER SNOW.

Now being converted into a gymnasium, workshop, etc., for the use of the Naval cadets.

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WEST INDIAN RECRUITS.

A CONTINGENT OF FIJI TROOPS.

BRITAIN BEYOND THE SEAS.

A WEEKLY STUDY OF COLONIAL NAVAL AND MILITARY INTERESTS.

By IMPERIALIST.

FROM a commercial and, to some extent, from a social standpoint, too, the future of the West Indies is one of the most interesting Colonial problems of the day. We are not, in these notes, very intimately concerned with such questions as sugar bounties or the development of the fruit trade; but many flesh-and-blood ties must link a large proportion of our readers to those beautiful islands, which have witnessed not only such tremendous convulsions of Nature, but such trying alternations of material prosperity and depression. Accordingly, it may serve an acceptable purpose if, to-day, we glance lightly at the past history of the West Indies in relation to the fighting Services of this country, attempting no sort of completeness in the record, but merely endeavouring to establish here and there a connection which the lapse of time seems calculated to obscure, if not to obliterate.

Probably some of us forget that it is all but four centuries since this country first became associated with the West Indies. In 1604 the English ship "Olive" took nominal possession, on behalf of James I., of the island of Barbados, so called by the Portuguese because of the number of bearded fig trees they found growing there; and twenty odd years later a grant of all the Caribbee Islands was given to the Earl of Carlisle. During the struggle between Charles I. and the Commons Barbados became a refuge for many families attached to the Royalist cause, and, although its earlier history was a rather troublous one, owing to conflicting proprietorial claims, it has enjoyed the distinction of being not only our earliest West Indian settlement, but also one which has always remained in British hands.

At the time of Cromwell's rise to power the greater part of the West Indies were in Spanish hands, and Cromwell's attempt to capture Hayti, or, as it was then called, Hispaniola, is a familiar episode in our Imperial annals. The expedition under Venables and Penn failed to accomplish its object; but, by way of "saving its face," attacked Jamaica, which, after being held by the Spaniards for more than a century and a-half, capitulated pretty promptly. The island in British hands quickly became prosperous—too prosperous, indeed, as its riches were unwholesomely swollen by the operations of the Buccaneers, and it was becoming a hell upon earth, when, in 1692, Port Royal, the headquarters of the Buccaneers, was engulfed by a terrific earthquake. During the eighteenth century there were fresh earthquakes, hurricanes, slave insurrections, and other diversions. In 1807 the Slave Trade was abolished; but in 1865 there was a serious black insurrection, repressed with great severity by Governor Eyre, who was recalled, and whose recent death came somewhat as a surprise to many who could hardly believe that the actor in such a much-talked-of episode had so long been living quietly and unnoticed in our midst.

The mention of Jamaica reminds us of the West India Regiment, one battalion of which—the 2nd—has its headquarters in that island, the 1st being stationed in Bermuda, and the 3rd at Sierra Leone. The West India Regiment originated in a corps which was formed under the name of the South Carolina Regiment (Blacks), about 1778. At one time this regiment was mounted, and detachments of it were present at the capture of Martinique and Guadaloupe, to which reference will be made presently. In 1795 the Carolina Blacks were amalgamated with another black corps raised by Malcolm of the 41st, then Town Major of Martinique, and the result appeared in the Army List as the 1st West India Regiment. Similarly another black corps, which was raised at the beginning of the French Revolutionary War as the St. Vincent's Rangers, became the 2nd West India Regiment. The reorganisation of these admirable troops, after a very notable career of service, as one regiment of three battalions, has been carried out within the last year or two.

We must not leave Jamaica without a slight expansion of our passing reference to the Buccaneers, who for some generations carried on such bold and successful operations against the Spanish traders and towns of the Caribbean Seas. Dr. Miller Maguire, in his important "Outlines of Military Geography," declares that Pierre le Grand, Davis, Mansfield, L'Ollonais, Grammont, de Graaf, Teach, Roberts, and Kidd were no mere robbers, but "maritime tacticians of great ability," and adds that they "anticipated the operations of the regular commanders whose battles in the wars from 1669 to 1802 made the West Indies so famous." He specially instances the feat of the British pirate, Morgan, who marched across the Isthmus with 1,200 men from Chagres to Panama in nine days, sacked the latter town, and returned to his base. Other accounts tend to show that some, at least, of these "maritime tacticians" were very fifth-rate ruffians, whose exploits were only rendered possible by the reign of terror which their predecessors had set up, and which gave to these murderous and desperate cut-throats merely the ascendancy which can usually be acquired for a time by a bloodthirsty maniac. Be this as it may, the Buccaneers were no credit to this nor any other nationality, and certainly did nothing towards giving us real supremacy in the long struggle between ourselves, the Spanish, and French for the possession of the West Indies.

We now come to the associations that connect the British Army of to-day with the West Indies, associations which are to some extent marked by battle honours on the colours of various corps, but can only be imperfectly realised by any such means of identification. As a matter of fact there are numbers of regiments which served in the West Indies at the close of the eighteenth and the beginning of the nineteenth century, and during that time were often heavily engaged, more especially against the bands of armed negroes and mulattoes who had enrolled themselves under the banner of the French Republic. Many of these have nothing to show for a spell of war service which was terribly exhausting, and of which a vivid picture is given in Gleig's old-time story, "The Hussar." In 1796 there were no fewer than seven cavalry regiments serving in Hayti, the best-known being the 14th Hussars, then Light Dragoons, which, however, does not include any mention of the West Indies in its grand battle-roll.

The earliest West Indian honour recorded on a British colour is "Moro," the name of the Cuban fortress which attained such prominence in the Spanish-American War. In the expedition against Havannah, in 1762, the Moro was captured by Colonel Carleton and the old 56th Foot, now the 2nd Battalion Essex Regiment, and the "Pompadours" remained in Cuba till the island was given back to Spain.

We now come to "Guadaloupe," which is on the colours of the East Yorkshire, East Surrey, Manchester, and West India Regiments, and of the Scottish Rifles. Guadaloupe was captured from the French on February 6, 1794, but

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the English troops were subsequently forced to evacuate it by the French Republican chief, Victor Hugues, and the island is French at the present day. The latter description also applies to Martinique, which was captured from the French by Sir John Jervis and Sir Charles Grey six weeks after a portion of the same expedition had taken possession of Guadaloupe. In addition to the corps engaged at the latter affair there were present at the capture of Martinique the old 7th, 8th, 13th, 23rd, 25th, and 60th Foot, and the corresponding territorial regiments bear the battle honour "Martinique" accordingly.

St. Lucia, now one of the Windward Islands, was English so far back as 1663, but was restored to the French by the Peace of Breda in 1667. It was the scene of much rivalry between French and English in subsequent years, and it was from Gros Ilet Bay, in St. Lucia, that Rodney pursued Count de Grasse and brought him to book on the memorable April 12, 1782. During the French Revolutionary War St. Lucia was surrendered to the British in 1794, but again fell under the control of the Republican party aided by insurgent slaves. In 1796 the British Government despatched 12,000 troops to the West Indies under Sir Ralph Abercromby, who was supported by a squadron under Admiral Sir Hugh Christian. This expedition appeared off St. Lucia on May 26, and after an obstinate and sanguinary contest the Republicans laid down their arms. The regiments engaged were the 1st Royal Scots, the 1st Royal Inniskilling Fusiliers, the 1st Shropshire Light Infantry, and the 1st North Staffordshire Regiment.

The remaining West Indian battle honour is "Dominica," which is only borne by two regiments in the British Army, the Duke of Cornwall's Light Infantry and the West India Regiment. Dominica became definitely English by the Peace of Paris in 1763, but its fertility attracted the French at Martinique, who, in 1778, came over and took forcible possession of the island. Five years later it was restored to us, but in 1795 was again attacked by the French. The attempt was, however, completely frustrated by the gallantry of the English residents, under Governor Hamilton, who took a number of the enemy prisoners and put the rest to flight. In 1805, Roseau, the capital of Dominica, was subjected to a severe attack on both flanks by a French force under La Grange. The French were at first repulsed, the 46th and the West India Regiment greatly distinguishing themselves by their gallantry. But the town was, unfortunately, set on fire accidentally, and had to be evacuated, after a money payment to the enemy to secure their withdrawal. A typical instance, this, of the vicissitudes through which most of the West Indian islands have passed before settling down under the rule of their respective present owners.

THE CARABINIERS AT A REVIEW.

ROUND THE MILITARY CLUBS.

What Soldiers are Thinking, Saying, and Doing.

By RANGE-FINDER.

IT has been suggested to me by a friend who has had considerable experience in India, and who is now employed under the New Administration of the Transvaal, that the time has come when we should take serious interest in the question of the black races aboriginal to South Africa. Now my friend is not an alarmist, far from that, therefore his statement that we are perilously near a black mutiny in South Africa is worthy of consideration; more, the subject should be given the most careful scrutiny. We have had experience of all the black races of the world, therefore if we allow anything untoward to happen, we shall not be worthy of sympathy. From what my friend writes me, and from what I have gathered from other soldiers recently returned from South Africa, there is not the smallest doubt but that the present situation is fraught with the gravest danger, and that if we do not make the necessary move we shall witness scenes which "The Intelligence Officer," in his prophetic wording, referred to when writing on this very subject of the refractory blacks in South Africa: "They have been pampered by us enough to make them imagine vain things, and vain imaginings may result, at no distant period, in a repetition of that rapine, pillage, and massacre of isolated white settlements which has ever furnished the saddest stones in the cairn of our great Empire." It would appear impossible to identify such a state of affairs with modern history. But that is just what our grandfathers in India said when the few men who knew warned them of the coming mutiny of 1857. Let us give the situation a moment's study. The blacks of South Africa are not in reality a servile race; they are a warlike people cowed into submission by the white man possessing all the advantages of scientific warfare, and, once submissive, the Boers kept them in subjugation by disarmament and a heavy hand. By this means they were brought to believe that they were an inferior race. What has the late war done for them? It has undone all the teaching of the Dutch era. We found it essential to pay the Kaffir twice as well as we paid the British soldier; we found it expedient to arm the Kaffir and use him as an auxiliary. This latter has officially been denied, but there is not a soldier who took part in the struggle who does not know that they were armed by hundreds. Not only that, but they took care to arm themselves very considerably. In one way and another there was an abundance of war material to be obtained during the three years of strife in South Africa. But there is an even greater evil, a more direct incentive to revolt. This will be found in the machinations of the foreign missionaries who have made South Africa their field. They persevere in preaching the doctrine of "Africa for the Africans," with the result that the educated native, instead of being a source of promise to the country, is a source of danger. I do not for a moment suggest that there is any probability of the blacks rising and turning us out of the country, but there is a very imminent danger of a serious rising, one which might affect the more independent and warlike tribes, co-terminous with the frontiers of the new colonies—the Basutos, Zulus, and Swazis; a rising which would dislocate the development of the country, and which would be replete with all the brutal incident of which the South African savage is possible.

It is all very well for the home-staying philanthropist to stand up and argue about one law for all races. We who have taken part in the work of Empire-keeping, and are the sons and grandsons of the Empire-makers, know that it takes years of the rule of the sword before it is safe to legislate for black and white with the one law. The emancipated black must go through a long period of stern probation before it is possible for him to realise that equity is not weakness, that tolerance and moderation are acts of grace, not fear. Even to-day we hold India by the sword, though the blade is so swathed in silk that it is not obtrusively apparent; yet the blade is there all the same, and is keen and sharp, and prepared to cleave through its silken envelopment at a moment's notice. So must it be in South Africa for many years to come, and the sooner the New Administration makes this fact patent to the blacks and dispels their present hallucination, the better

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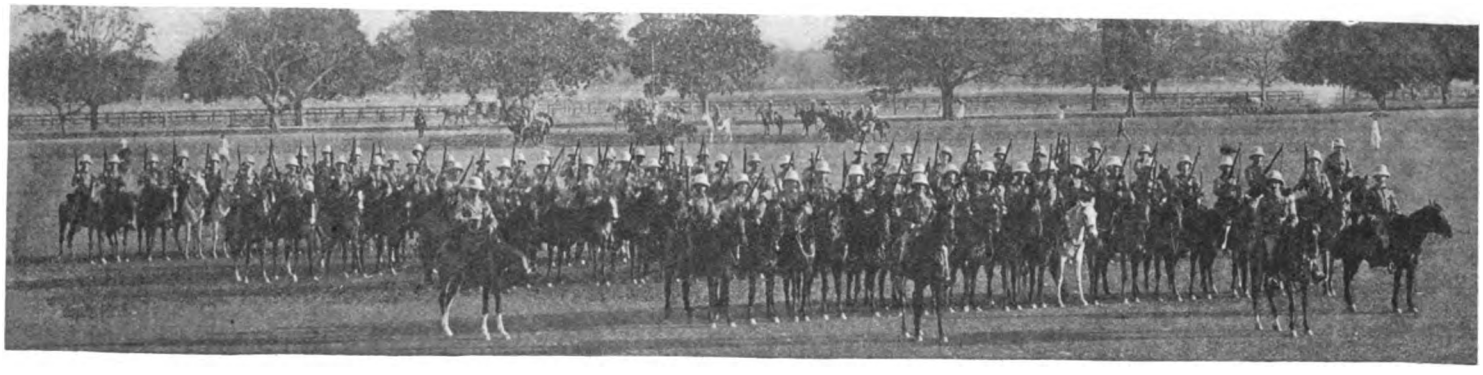
will it be for the peaceful reunion of the lately belligerent white races, to say nothing of the agricultural welfare of the country.

Another friend of mine recently travelled back to South Africa in the same vessel as De Wet. I cannot refrain from quoting the following passage from his letter describing the costume affected by the ex-Commandant-General of the late Free State forces: "'Ole man De Wet was very 'piano'; he rose with the lark, departed to roost as soon as his interior was satisfied at night. He never altered his costume the whole voyage—an inexpensive cycling cap, a dark grey tail-coat, a pair of 'reach-me-down' bluish trousers, and brown sand shoes—very becoming! This costume also, I believe, served as pyjamas. He had 'no truck' with anyone on board, and I was delighted to see that no one evinced the slightest interest in him. This latter fact was, I am told, rather a blow to him." Of such is the hero of our fancy.

Here is the latest information that I can give you about the new gun with which our Horse and Field Artillery is to be armed. It is to throw a 14-lb. shell, and will have an effective range up to 6,000-yds. It is a quick firer, as good as any in use on the Continent; that is, it will be possible to fire twenty rounds a minute. The French gunners claim that they can fire thirty-two rounds a minute, but the opinion of experts is that occasions will be so rare on which the extreme rate of fire will be required that it is futile to strain after fancy effect. Generals will find that if they indulge in many minutes of rapid fire they will "outrun the constable" in the matter of ammunition supply. Besides, twenty is about the limit of "aimed rounds." Fifty rounds a minute of unaimed fire will never give anybody a victory.



VOLUNTEERS IN INDIA. LUMSDEN'S HORSE ON PARADE.

DEFENCE, NOT DEFIANCE.

Citizen Soldiers in Town and Country.

By TRAINBAND.

CHRISTMASTIDE is somewhat of a close time in Yeomanry and Volunteer circles, but a good deal may be gathered from the speeches made at the annual prize distributions which are held by so many corps about this season. This winter, as was almost inevitable, the chief topic far and wide has been the new Volunteer Regulations and their probable result. It is worthy of remark that nearly all commanding officers have expressed their opinion that in the modified form in which they now stand the new regulations present no insuperable difficulties, and they have urged their men not to be in too great a hurry to resign.

The question of the depletion in the ranks of the Volunteer Force was very fully considered last week, and readers will know that much of the numerical loss may justly be attributed to other causes than the promulgation of the more stringent regulations.

At a prize distribution some ten days or so ago a distinguished Artillery officer asserted that England could not exist without Volunteers, at least unless conscription were enforced; and another speaker at the same meeting said that if the Volunteer Force continued to rapidly diminish, conscription might be expected in a few months. Now compulsory service would assuredly not be at all acceptable to the mass of the nation.

Those who know how the life-blood of Continental countries is sucked by conscription would not willingly see the objectionable system introduced into England. It seems evident, however, that compulsory military service can only be avoided by maintaining the Auxiliary Forces, and especially the Volunteers, at full strength, and it is to be hoped that all will co-operate to enable this to be done. Few, perhaps, have so much in their power as large employers of labour. At the annual presentation of prizes to the 2nd London Rifles, by the Commander-in-Chief, it was with great gratification that we heard a tribute paid to the patriotic example set by Messrs. Harmsworth and by Messrs. Spottiswoode in granting facilities to their employés to render themselves really efficient citizen soldiers. The outcry against compulsory attendance at camp was directly caused by the knowledge that so many men would be unable to obtain leave of absence from the work by which they gained their livelihood.

It is fully recognised that a temporary absence of many assistants simultaneously may cause considerable inconvenience in any business. There is little doubt, nevertheless, that the general inconvenience would be far less to the business world than if compulsory military service were introduced, so that for their own sake employers of labour would do well to afford all reasonable facilities to their assistants for attending drill, camp, and musketry practice. Cases have been reported showing that some employers have made it a condition that their assistants shall not join a Volunteer corps. Surely this is a very short-sighted policy for employers to pursue. Without saying anything about the lack of patriotism displayed by framing such a rule, it may safely be asserted that in the end it will be found that self-interest will urge employers who have anything at stake in the country to encourage all their young men to thoroughly fit themselves for the efficient defence of British interests; in other words, to serve in some branch of the Auxiliary Forces.

A good deal has been written and said during the past two or three years in connection with the necessity of introducing more realism into military manœuvres, and it is sufficiently evident that a very marked improvement in this respect has recently been manifested. The Volunteers, however, must necessarily be more subjected to greater difficulties than those with which other branches of the Imperial Forces have, as a rule, to contend. There is probably a good deal of truth in the story told of the conversation between a company commander and the sergeant-major of a certain Volunteer corps on the occasion of a sham fight upon Bank Holiday. One of the opposing forces was retreating before the other, when the sergeant-major observed to a captain, "We are going too far away from the railway station, sir. If we retreat any more we shall never be back in time to catch the train." To this the captain replied, "How absurd of the colonel to drive us so far. Sergeant-major, will you send a man over to the officer in charge of the enemy and ask him, with my compliments, if he will please retreat towards the railway station?"

The Yeomanry and Volunteers have gained for themselves, by their work during the South African Campaign, a recognition which would certainly have been impossible but a very few years ago. That is to say, the total abolition of the Yeomanry was openly advocated by several would-be Army reformers, and few probably thought that any Volunteers would ever be engaged in the real thing, and, if by chance they were, grave doubts were entertained regarding their value. But their opportunity was afforded by

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the War in South Africa, and right well was the test borne by all sections of the Auxiliary Forces.

Many distinguished officers have testified to the efficiency displayed by Yeomanry and Volunteers, and all must have observed the different feelings with which these forces have latterly been regarded by the "man in the street." Official recognition, however, has not always given satisfaction; the orders regulating the grant of Army rank, medals, clasps, etc., have all been adversely criticised, but it should not be forgotten that it is impossible to please everybody. Meanwhile, it has recently been suggested that Volunteer battalions should now be permitted to carry colours. The proposal will assuredly appeal to the sentiment of the Force, and should therefore receive careful consideration. It may be pointed out, nevertheless, that there are some reasons which can be advanced against the adoption of the suggestion. Nowadays regimental colours are not taken into the fighting line, and to a certain extent they have, in consequence, lost the position they once occupied. The Rifles, from the nature of their original purpose, always fought without colours, and for years all troops have been similarly employed in action as have been the Rifles. All Infantry Volunteers, moreover, though clothed in scarlet, and, previous to the publication of the new drill, performing the manual, etc., of ordinary Line battalions, are nevertheless nominally *Rifle* Volunteers, though the various "Volunteer battalions" of most regiments have certainly dropped the title. Regimental distinctions which already exist, even if quite useless in themselves, should certainly be retained, as they go so far to foster a high tone and good discipline; but it is at least open to question whether useless distinctions which have not previously existed should in these days be added to any corps.

Whether the Imperial Yeomanry is to be armed with the sword or not is a question which it may be assumed is still under consideration. At present the arrangement in vogue is somewhat peculiar. The old regiments are permitted to retain the swords belonging to their old establishments, but they are required to procure at their own expense the extra swords required to arm the increased establishments. As regards the newly-raised corps, whether or not swords are to form part of the equipment is left to regimental decision; but when corps elect to be armed with swords, the weapons have to be purchased at their own expense. Closely connected with the question of sword equipment is that of carrying the rifle on horseback. Slung across the body seems the method naturally to be preferred for the long rifle; but various suggestions have from time to time been made. It is believed that an arrangement for carrying the rifle on horseback invented by Colonel Patterson of the Essex Imperial Yeomanry, proved on trial to be a really sound piece of equipment. To discover the best system is a matter of no small importance; encouragement should be afforded to inventors, and the verdict of the authorities given only after exhaustive trials. As soon, however, as a final judgment is made, no time should be lost in insisting on the adoption of the approved system by all regiments. While on a subject which may justly be numbered amongst those about which there has been undue delay, it is not altogether irrelevant to express a hope that the revised Yeomanry Regulations may be issued without further loss of time. The latest edition at present existing is dated 1898, and the regulations therein contained were really framed for a force widely differing from the Imperial Yeomanry of the twentieth century. Nearly a twelvemonth ago it was understood that the new edition was in the press. It is by no means improbable that when the new regulations really do appear they will be marked "Provisional."

ANSWERS TO CORRESPONDENTS.

"H. A. C."—In answering "J. Royston" in "Notes and Queries Afloat and Ashore" in the issue of December 20, by a printer's error three words were omitted in the first line, thus making the paragraph somewhat misleading. The paragraph should have read "until quite recently the officers of the Honourable Artillery Company used to take precedence directly after the Regular Forces and before the Militia and Yeomanry." The Honourable Artillery Company still takes its old precedence, the Army Order referring merely to the relative rank of the officers, as the rest of the paragraph shows.

* * * *

"WEST HYDE."—Kilmainham Hospital and Chelsea Hospital both date back to Charles II.'s time, but Kilmainham is the older institution. A grant was made by the Crown of sixty-four acres in Phœnix Park, Dublin, and on April 29, 1680, the first stone of Kilmainham Hospital was laid by the Duke of Ormond, Lord-Lieutenant of Ireland, and the second by the Earl of Longford, as Master-General of the Ordnance. On February 19, 1684, a Royal Charter was formally granted, and with very slight modifications made in the reign of George III. this Charter remains unaltered to the present day. The scheme of an asylum for the worn-out soldiers in England followed rapidly that already planned for Ireland. Tradition ascribes to Nell Gwyn the credit of having originated Chelsea Hospital. Foremost among the promoters of the work was Sir Stephen Fox, the Paymaster-General of the Forces. The site at Chelsea was obtained in 1681. On it there stood a half-finished building designed by James I. to become a college for theological students, but afterwards abandoned for lack of funds. This college was pulled down, and in the spring of 1682 Charles II. with considerable ceremony laid the first stone of the Royal Military Hospital of Chelsea. Sir Christopher Wren was the designer of the building. Begun in 1682, the hospital was not completed until 1690, soon after which date it began to be occupied. The tombstone of the first pensioner who died in the hospital bears date April 6, 1692.

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"W. J. M." (New Parkside, Adelaide, South Australia).—I am always only too glad to give information to Colonial readers of the NAVY AND ARMY ILLUSTRATED, and I will answer your particular queries by their numbers: 1. There are two medals given for service in East and Central Africa, and they have been gained by the West India Regiment, native troops (Indian as well as African), European officers and men on special service, and, of course, the ubiquitous Royal Navy. (*a*) The first is generally known as the "Central African" medal. The medal is the same as that issued for the Ashanti Campaign of 1873-74, which has since been so often reissued that it has become the "West African" general service medal. The "Central African" medal, however, has a different ribbon—brown, white, and black, in three equal stripes—and this constitutes it a distinct decoration, so that though the same it can be worn with the "West African" medal. The obverse is the head of Queen Victoria, while on the reverse is a bush fight between British soldiers and savages. It was first issued in 1895, and again in 1899, with a clasp inscribed "Central Africa, 1894-98." (*b*) The second is generally known as the "Uganda" medal. It was first issued in February, 1899, with two clasps, "Lubwa's" and "Uganda, 1897-98"; again, in July, 1899, with clasp "1898"; and again, in December, 1900, with clasp inscribed "Uganda, 1899." The obverse is the head of Queen Victoria, while on the reverse is the figure of Britannia holding a palm leaf, beside her the British Lion, and in the background a rising sun. The ribbon is parti-coloured, yellow and red. 2. In December, 1900, a medal was issued for the Ashanti Expedition of 1900, with a clasp inscribed "Kumassi." The obverse has the head of King Edward VII., the first medal to bear it. On the reverse the British Lion, standing on rocky ground, is watching to the left a rising sun, emblem of the dawn of civilisation. In the foreground are a shield and two spears, one whole, the other broken. Below the shield is a scroll inscribed "Ashanti," and on the right a palm leaf, the stalk of which passes under the scroll. The ribbon is green, with black borders, and a black stripe, the same width as the borders, down the centre of the ribbon. 3. The medal for the operations in China in 1900 is a reissue of that issued for the campaigns of 1841-42 and 1857-60. The obverse has the late Queen's head, struck for the first time on a war medal, and on the reverse is a trophy of cannon, arms, and colours, grouped around a palm tree, with above the legend "Armis exposcere pacem." The date is in the exergue. The ribbon is red, with yellow borders. The clasps with this issue are three, viz., "Taku Forts," "Defence of Legations," and "Relief of Peking." 4. No; this is a fable. No soldier has ever been offered the alternative reward of the Victoria Cross or a commission. If you give it a moment's thought you will see how ludicrous it is. If a man is recommended for the Victoria Cross, why should he be debarred from that distinction because he has also shown himself worthy of commissioned rank? 5. The ribbon of the Conspicuous Service Cross is the same as the ribbon of the Naval medal "For Conspicuous Gallantry." You can always tell it, however, even if a man is only wearing his ribbons, for the ribbon of the Conspicuous Gallantry medal is worn after that of the medal for the campaign in which it was earned, while the C.S.C. ribbon comes before the ribbons of war medals, *i.e.*, nearer the centre of the breast, and after, *i.e.*, nearer the shoulder, the ribbons of Orders. The ribbon is blue, with a white stripe, one-third of the total width, in the centre. 6. On active service the pennons are stripped from the lances.

* * * *

W. JACKSON.—The date of the warrant to which you refer is July 1, 1881. But this warrant raised the maximum pension of a colour-sergeant from 2s. 3d. to 2s. 6d., and not, as you state, from 2s. to 2s. 6d. I have not space to quote the whole of the warrant, but you should order from Messrs. Eyre and Spottiswoode, East Harding Street, E.C., the "Royal Warrant for the Pay, Appointment, Promotion, and Non-effective Pay of the Army" (price 1s.). There you will find all you want set forth exhaustively. There is another way in which you might see the exact information you want, and that is by asking an officer at the nearest depôt of a regiment to allow you to see a file of the Army Orders and Warrants. In every orderly room there should be a copy of all orders and warrants, and as you have got the date, the turning up of the warrant would be very little trouble.

* * * *

"FLAUTIST."—1. The lace on the cuff of the doublet of a subaltern in a Highland regiment is five-eighths of an inch wide. 2. No change has been made in the way of wearing the busby lines in Hussar regiments; they are fastened on to the right shoulder. 3. The Army Order notifying the alterations in officers' uniform stated that the lace on the cuff of the tunic was to be the same for all ranks as that worn by subalterns; this has, however, since been amended. In the new service dress the rank of officers is denoted by the braid on the cuffs instead of by badges on the shoulder-straps. 4. An officer's sword is attached to his body by a belt as formerly, the only difference being in the pattern of the belt, and that in the infantry is worn under the tunic instead of over it.

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"ANXIOUS."—You should ask at any post office for the pamphlet entitled "The Advantages of the Army." No charge is made for it. There you will find the conditions of service in all branches of the Army. The standard of height for all the three regiments of Household Cavalry—1st Life Guards, 2nd Life Guards, and Royal Horse Guards—is 5-ft. 11-in. to 6-ft. 1-in. The age limit is between eighteen and twenty-five years. The standard chest measurement is 36-in. THE EDITOR.

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A FLYING COLUMN ON EXMOOR.

By ONLOOKER.

THE late Chancellor of the Exchequer stated recently in a public speech that, just before the South African War, he asked a distinguished officer if there was no way in which he could safely diminish the annual expenditure on the Army. "Well," said the distinguished officer, "you might abolish the Yeomanry." Nowadays no one talks of abolishing the Yeomanry. The danger is rather the other way. The War Office is so anxious to obtain a large force of Yeomen that it encourages the enlistment of men who do not know a horse's head from his tail, and for the new regiments which are found to be being formed round London a riding school is a necessary part of the establishment. The admission of recruits who cannot ride occasions some curious episodes. One of the North Country regiments last year went out for its annual training with about fifty per cent. of recruits. A new adjutant had been appointed just before the training, and to his horror he found few of his recruits could ride at all; when a horse trotted, off came its rider. The adjutant, however, was a man of resource, and insisted on all manœuvres being done at the gallop. Of course, for the first few days the horses were all over the place; but continuous galloping steadied them, and when at the end of a fortnight the inspecting officer appeared he was much impressed with the speed of the regiment, little thinking that the men were galloping because they could not stick on at the trot.

A SQUADRON TRUMPETER.
West Somerset Imperial Yeomanry.

The object of the present writer is to tell the story of the first flying column ever furnished by a Yeomanry regiment in England. The regiment in question is the Royal North Devon Imperial Yeomanry, which is one of the old-fashioned regiments in which all the men can ride and the majority have horses of their own, and is almost entirely recruited from the farming class. Among the officers are ten masters of hounds, past and present. The regiment assembled for the annual training last year, at Friendship Inn, on the extreme west of Exmoor, on the Lynton and Barnstaple Railway, and at the same time the West Somerset Imperial Yeomanry went into camp, close to Minehead, some twenty-five miles off on the other side of Exmoor. Of course, a fight between the two regiments had to be arranged; volunteers were called for, and 200 men, with eight officers, were selected.

On the morning selected two composite squadrons were formed of these men, and the day was devoted to squadron drill to get them together. The part of Exmoor nearest to Friendship Inn contains Longstone Bog and the Chains, names painfully familiar to those who hunt with the Devon and Somerset Staghounds. There are no really dangerous bogs like those on Dartmoor, where it is said that a man and horse may disappear altogether; but there are plenty of places where you are likely to get a fall if you do not ride carefully, and in some places in single file. Advanced guards and flanking patrols were next sent out to practise the art of thoroughly reconnoitring a country; and to judge by the black mud on their horses' bellies, and even in one or two cases on the saddles on their return, they must have reconnoitred some of the bogs very thoroughly indeed. A tremendous shout from one flank indicated that a patrol had fallen in—not with the enemy, but with a herd of deer. One troop came across a hare, a fox, and seven stags in the course of the march. A stag's horn, lately dropped, was also spotted and picked up. Cheriton Ridge, a long, heathery hill, where the ground is pretty sound, was selected for purposes of drill, and a better parade ground would be hard to find, very like the veldt without the kopjes; you can extend as far as you like, and can gallop along without having to wheel or pull up every few minutes. The dismounted attack is the great feature of Yeomanry work nowadays, and for the benefit of non-military readers a word of explanation may not be out of

Photos. Copyright. "Navy & Army."

A.—A SCENE NEAR THE STABLES. *B.—A REFRESHING MIDDAY HALT.* *C.—"INTO LINE, LEFT WHEEL"* *D.—THE CAMP NEAR MINEHEAD.*

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"HEAD, RIGHT WHEEL."
Squadrons about to turn.

IN INDIAN FILE.
Recruits at drill.

season. For this drill the attacking party extends as far as the nature of the ground will permit, and in this order gallops to the line from which the attack is to develop. There, out of every section of four, three men must dismount. They close in on the third man of the section, dismount, give him their horses, and make their attack in skirmishing order in the same manner as infantry; every No. 3 is thus left with one horse to ride and three to lead; the horses have to be got to a convenient place under cover, and brought up again when required. With Yeomanry horses fresh to the job the No. 3's lot is, like the policeman's, "not a happy one." After a few days' work the horses get more amenable and the men more accustomed to the job, and by the end of a week the led horses should be able to trot and gallop in some sort of formation.

This and other manœuvres were practised, including reconnoitring. At Simonsbath the same evening the horses were watered, picketed and fed, the tents pitched, and tea prepared for the men. The officers superintended, with the exception of one old campaigner who was found fast asleep on his blanket, only to be rudely awakened and told to get to work. By 5.30 the whole camp was settled down, the men having drawn their rations, and enjoyed a well-earned meal. A few horseshoes had to be commandeered from the local blacksmith, the dozen brought with the transport proving insufficient, but with that exception no outside assistance was required. The night was fine, but dark and rather cold, so we finished up with a camp fire and a "sing-song" prolonged till "Last post" sounded. So far the party had been lucky in their weather, but the wind was howling ominously, and sure enough about four o'clock next morning the rain began as it knows how to rain on Exmoor. However, the tents were good, and all, being pretty tired, slept the sleep of the just. Next morning was about as unpromising as could be. The rain had made everything clammy and disagreeable, but luckily about 8.30 the fog cleared, though the rain continued. Just then we were reinforced by the arrival of our armoured train, a motor-car fitted up by an enterprising subaltern and destined to play a distinguished part in the day's proceedings.

Put shortly, the object of the North Devons was to get to the sea at Porlock Bay, that of the West Somersets to prevent them.

The general idea of the O.C. Khaki Force was to keep the left and centre of the enemy's force fully employed while a small party tried to slip unperceived round their right and make its way by the intricate paths through the woods that border the sea to Porlock Weir. Meanwhile, the armoured train coming through Exford was to try to rush through the enemy's line along the road to Hawkcombe Head and go straight down to Porlock. The West Somerset commander evidently anticipated some such plan. Hawkcombe Head was strongly guarded, and so was County Gate, and the troop that had been told off to outflank their right was quite unsuccessful in its attempt. But the line between County Gate and Hawkcombe Head was left dangerously weak. Two Khaki parties were the first to come into action. Their advance guards rode right up to the Blue Force at Hawkcombe Head. But some confusion occurred, as the Khaki Force had been obliged by the rough weather to cloak, and as the cloaks are blue, the Blue Force refused to fire on them. However, that was soon put right, and the Khaki attack at Hawkcombe Head repelled. Part of this force then retired and tried a little further west. Working up on foot through the covert, this body found the position at Culbone Stables unguarded, and bringing up the led horses, went right through the enemy's line, and, threading the intricate paths of the covert, reached Porlock Weir about 11.30 without meeting the enemy again. The armoured train meanwhile had puffed its way up to Hawkcombe Head, running the gauntlet of a fire from a force of the West Somersets. On arriving at Hawkcombe Head it was surrounded, which led to an interesting discussion between the umpires. Eventually, it was agreed to put it out of action for fifteen minutes. At the end of that time, however, it went on through Porlock to Minehead.

The fight went on till "Cease fire" was sounded on the umpires learning that a force had reached Porlock Weir. Kaffir scouts, represented by the local hunt servants and sporting farmers and hotel-keepers, were freely used on both sides. A pitched battle between a Blue and a Khaki resulted in the repulse of the latter, but another Khaki Force working along to the right came on the same gap in the Blue line of which their comrades had availed themselves, and got through before "Cease fire" sounded. On their journey home one party of the North Devons fell in with a patrol of their own men most hopelessly lost on the North Forest, the most intricate part of the moor. But all stray parties were eventually collected, and the whole forces reached Blackmoor Gate between 4.30 and 5.30. Very few horses were any the worse, and there was only one sore back. In spite of the discomfort caused by the weather the men enjoyed themselves, and the entire success of the experiment leads to the confident hope that the first Yeomanry flying column will be the precursor of many others, both in the North Devon and other regiments.

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"STAND TO YOUR HORSES."
Preparing for a fresh start.

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BRITISH LIFEBOATS.—VII.: CAISTER.

Their Service and Stations.

By C. H. TEMPLE.

WHENEVER the subject of the Caister Lifeboat Station is on the *tapis*, the comparatively recent lamentable disaster which occurred there reverts to recollection. The misery of it all—and withal the sterling heroism which was displayed upon the occasion—instinctively compelled the generous sympathy and admiration of the world. People little given to thinking of the risks run by lifeboat workers were forcibly reminded of the terrors surrounding our storm-beaten coasts, and the self-sacrifice of a few humble heroes provoked ready recognition of the value of the part played by their fellows in lifeboat service. *Ab uno disce omnes.*

Briefly, the circumstances of the accident, which will make the station we have under review memorable—it is to be sincerely hoped also singular—for a long time to come, are as follows: While the wind was blowing a whole gale from N.N.E., with thick rain, and the sea was very heavy, on the night of November 13, 1901, flares were seen from a vessel on the Barber Sands, and the Cockle Lightship fired the recognised signals to indicate that a ship was in distress. This was soon after eleven o'clock. The crew of the lifeboat were promptly assembled, and with all despatch the No. 2 boat, "Beauchamp," was launched, but the heavy seas washed her off the skids and she was cast ashore, necessitating her being hauled up on the beach ready for another launch. It was intensely dark and bitterly cold, and it was not until nearly two o'clock in the morning that the efforts to float the boat, with the aid of warp and tackle, were successful. Sail was then set, and when the boat was last seen from the shore she appeared to be all right, and most of the launchers went home to change their wet clothing. But old James Haylett, a veteran of seventy-eight years of age, who had been for many years assistant coxswain of the boat, remained on watch. He had assisted for several hours at the launching, was wet through, and without food, for he was anxious, having two sons, a son-in-law, and two grandsons in the boat. After the "Beauchamp" was floated and sail made she proceeded out on the port tack towards the sands in the direction of the distress signals, but according to the official account those on board found it impossible to make much progress. Repeatedly they were driven shorewards, until at last the coxswain, seeing that he could not avoid going aground, ordered the sail to be lowered and put his helm up; but he had only just time to get the boat straight before the sea when her bow struck the shore, and almost simultaneously a very heavy sea caught her on the starboard quarter, and she was keel up in an instant. The masts were broken short off, and the crew pinned beneath the boat, which it should be remembered was one of the Norfolk and Suffolk type, non-self-righting, 36-ft. long, 10½-ft. wide, and weighing five tons without gear.

This happened shortly before three o'clock, at which time Frederick Henry Haylett came back to the lifeboat house after changing his wet clothes. At this moment he drew the attention of his grandfather, old James, who had anxiously watched, but who had seen nothing of the catastrophe, to cries coming from the water's edge. Both ran down the beach slope, and to their surprise and horror discovered the "Beauchamp" bottom up in the surf. There was a tremendous sea and "sweep" on the beach, but, notwithstanding, the old man dashed at once into the surf and got hold of his son-in-law, Charles Knights, who was struggling to get clear of the boat. Frederick Haylett also ran in, and was in time to get hold of one of the crew. Old Haylett, after assisting Knights on shore, pluckily went in a second time and managed to bring in one of his grandsons. Both rescuers incurred, as may be supposed, the greatest danger, and had it not been for their efforts it is almost certain that none would have been saved. Subsequently eight dead bodies were recovered at intervals as they were washed from under the boat, but one poor fellow was never seen again.

The Management Committee of the Lifeboat Institution, as soon as they learned the extent of the suffering incurred from this deplorable episode, gave expression to their practical sympathy, and started a fund for the relief of the widows and children left to deplore the loss of their near and dear ones. The committee also awarded the gold medal of the institution, a copy of their vote of thanks inscribed upon vellum, and the sum of twenty-five guineas to James Haylett, senior, in recognition of his great gallantry and of the remarkable endurance he displayed at his advanced age, in remaining on the beach for twelve hours wet through and without food, this being the veteran's crowning act of half a century's life-saving in connection with the Caister boat. During this long period he has assisted in saving hundreds of lives. An interesting reminiscence of this award is that on January 6 of this year His Majesty the King, the patron of the institution, did it and James Haylett the high honour of presenting to the veteran coxswain, at Sandringham, the rewards granted. If report and local gossip speak truly, after the King had presented Haylett with the gold medal the old man earnestly expressed the hope that His Majesty would live to be a hundred years old, and then die and go to heaven. A pious wish, at which the King laughed heartily. "There is one thing always gives me courage," Haylett said to the King, "and that is, when I see poor fellows in the rigging of a wreck, I always put myself among them and say, 'What would I give if a lifeboat came to save me?'"

To give only one other item of interest about the old coxswain. When tendering his evidence before the jury at the inquest held upon the victims in the "Beauchamp," he made the following characteristic reply to a suggestion that possibly the lifeboatmen had given up their errand as a bad job. "Caister lifeboatmen," he said, "never turn back, and would have kept there till now, if necessary, to save men

Photo. Copyright. *A. H. Fry, Brighton*

ALL ABOARD.

The Caister lifeboat ready for a launch.

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in distress. It was against the rules to go back when distress signals were shown."

Such an utterance as this conveys the highest conception of duty; it is the ideal of the truly great.

"What is this we have done? Why, our duty, and nothing more—
Our sons will do it again, as their fathers have done before.
It is not for the sake of bragging; we are sailors one and all—
They signalled peril out yonder, and we—we answered the call.
For in face of the storm, in face of the wind, in face of the rising flood,
We Caister men never turn back. For why? It is not in the blood!
Aye, the tempest was raging awful, and the foam flew high on the sands,
And the wind and the tide were mocking the weakness of willing hands;
But we launched the boat for all that (God help the poor children and wives!),
For the noblest duty of man is the salvage of human lives.
Then out on the hungry breakers, where the sky was inky black,
Our boat seemed swallowed by darkness—she went and never turned back;
And we waited, and watched, and waited all night in the riving foam,
Till the dawn broke on orphaned children and the wreck of the widowed home.
Aye, Sir, I am an old man, and in speaking the tears will start;
But them words is the voice of Nature—they spring up straight from the heart;
And I says them again, as our Caister men would say with their last breath,
Though the flare on the sands out yonder should light them on to death!
For in face of the storm, in face of the wind, in face of the rising flood,
Our Caister men never turn back. For why? It is not in the blood!"

A very interesting point about the damaged "Beauchamp" is that when she was recovered from the surf and repaired the men expressed a wish not to have her again on the station, a desire which was at once concurred in by the institution. So as soon as possible a new boat will replace her. This will be called the "Nancy Lucy," named after the wife of H. W. Lucy, Esq., M.P. "Toby, M.P.," has taken the liveliest interest in the Caister Station, and has generously presented the sum of £1,000 to the Lifeboat Institution for the purpose of establishing a new boat there.

The record which the Caister Station holds is a highly meritorious one. Many readers probably have had unpleasant experience of the inclemency of the elements manifested thereabouts upon occasions, and will readily confirm the statement that the locality is an exceedingly treacherous and dangerous one. There has been plenty of life-saving work to do. The large fleets of fishing-smacks sailing to and from Yarmouth have kept the lifeboats busy; and the wonder is, when the nature of the neighbourhood is known, not that the "Beauchamp" was wrecked, but that many lifeboats have not shared a similar fate.

The Caister Station was formed in 1857, the Lifeboat Institution taking over in that year a local boat, used for life-saving purposes, and superseding the unsatisfactory local organisation then existing. In 1867, this boat, which had simply borne the name of the Caister Lifeboat, was replaced by the "James Pearce, Birmingham, Lifeboat No. 2," presented by generous subscribers to a fund for this purpose in the Midland metropolis.

Then followed the "Covent Garden," given by the Covent Garden Lifeboat Fund in 1878. And, bearing the same name and donated by the same fund, new boats appeared in 1883 and 1900 respectively. These several boats come under the general category of "Caister Lifeboat No. 1," and there stand to its credit 825 lives and 44 vessels salved.

The second boat maintained, and called the "Caister Lifeboat No. 2," has been operating since 1867, in which year this boat did her first service. In 1876 she was superseded by the "Godsend," to be followed in 1892 by the ill-starred "Beauchamp." This No. 2 boat has altogether saved 556 lives and salved 44 vessels. So it will be seen that, all told, the station has been instrumental in rescuing no less than 1,381 persons—a most wonderful achievement, and constituting a record as regards the lifeboat stations of the United Kingdom. One has only to remember these figures to realise the significance and value of the work performed.

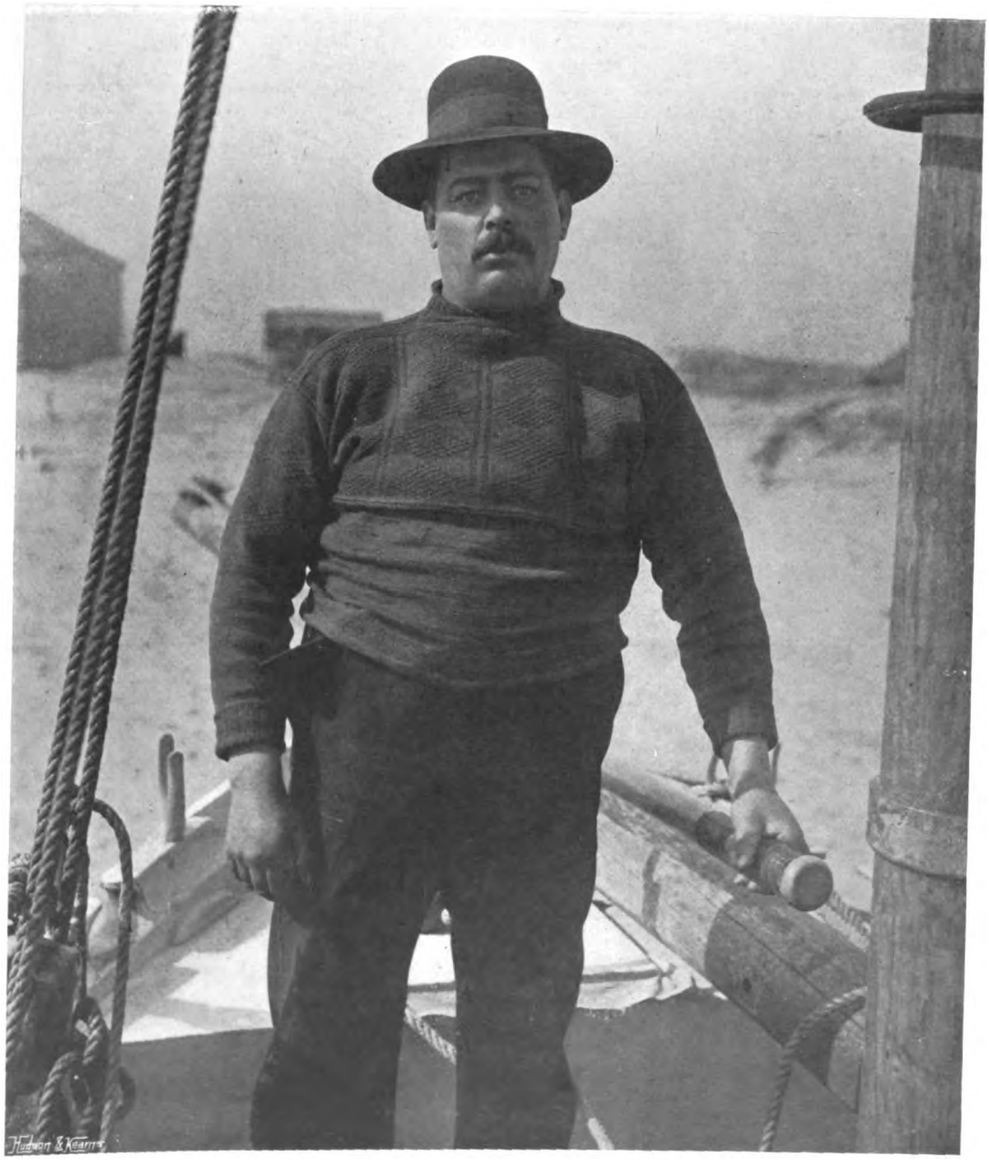

Photo. Copyright. A. H. Fry.

JOHN HAYLETT.
The present coxswain.

The methods of launching at Caister are very similar to those obtaining at Deal and Walmer—that is to say, the boats are run down to the sea upon skids, and worked by endless warps. But as readers of the articles upon the stations named will be familiar with the details, there is no need to recapitulate them here.

The present coxswain, John Haylett, who was appointed to the position in February of this year, has been associated with the boat as a volunteer for a great many years. With commendable modesty he prefers not to speak of his own exploits—rather, he never wearies of giving praise to his predecessors in the office into whose name and heritage he has entered. This heritage is magnificent, but coxswain and crew strive to realise the high ideal of their forebears, and occasionally a note of grateful appreciation comes to inspire them in their altruistic work. The following simple letter eloquently attests this:

"To the Coxswain of the Life-boat,
Caister-on-Sea.

"DEAR SIR,

"We, the undersigned, being the crew of the Scotch boat 'Palestine,' which was wrecked on the Cockle Sand, gratefully and sincerely tender to you and your brave crew our thanks for the courageous way in which you came to our rescue, and after many dangerous attempts succeeded eventually in saving one and all of us from a watery grave. We further beg to assure you that we shall remember your heroic services as long as we are spared, and would be much obliged if you would give publicity to this, our thanks, in the *Yarmouth Independent*.

"We are, gratefully yours,
(Signed) "GEORGE MAIR,
"WILLIAM MAIR.

"For ourselves and remainder of crew."

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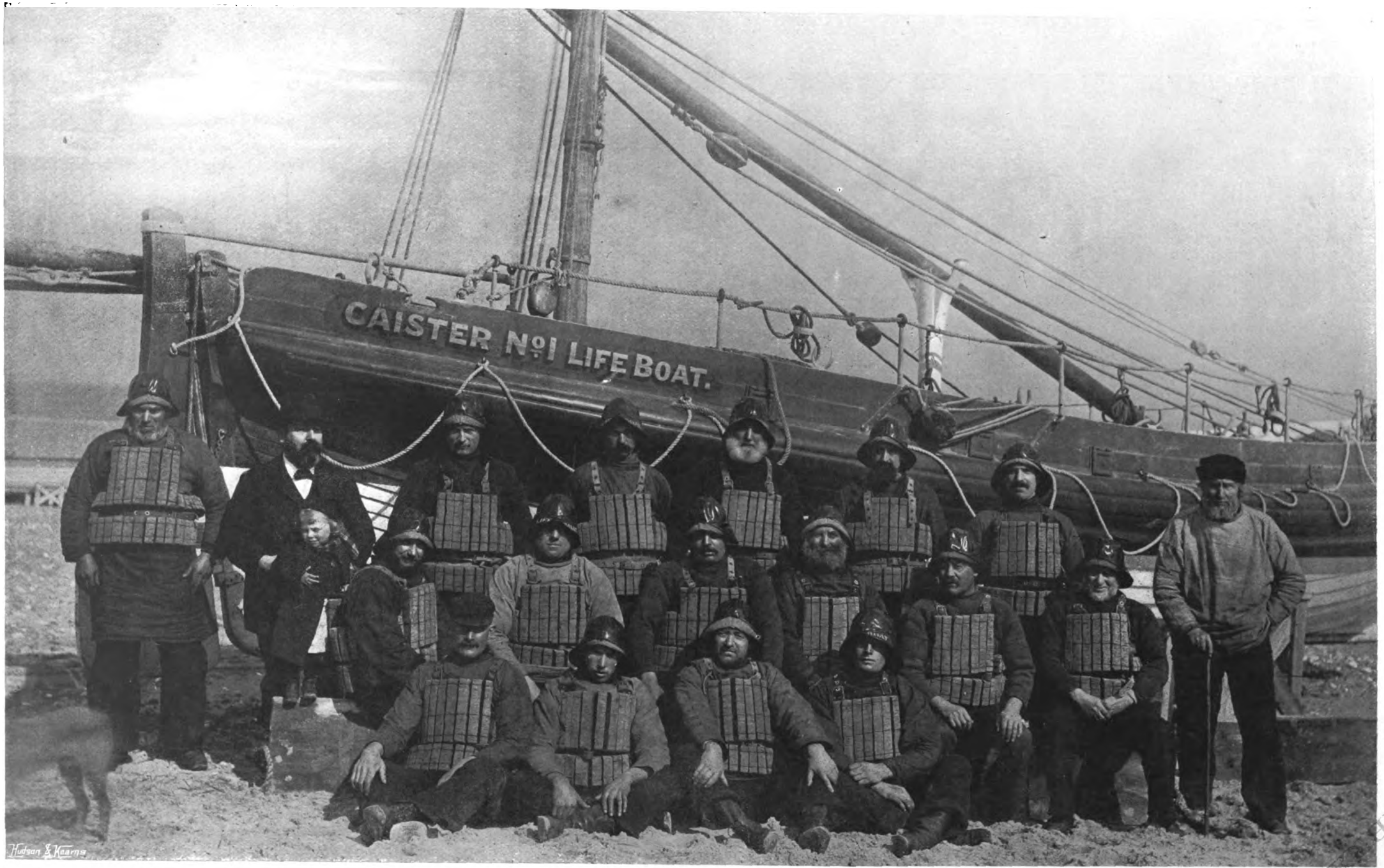

Photo. Copyright. *A. H. Pitt.*

THE CAISTER LIFEBOAT AND CREW.

Reading from left to right the names are—Back row: Robert Green, Dr. W. Case (hon. sec.), son of Walter Haylett, Walter Haylett (one of the three lifeboatmen saved on November 14), Fred Haylett, Charles Sneller, Benjamin Read, and Lawrence Brown. Second row: Alfred Brown, Walter John Haylett, John Haylett (coxswain), Joseph Juller, Ben Haylett, Henry Knights, and Benjamin Kettle. Front row: Joseph Wodehouse, Edward Bullock, John Brown, and Edwin Haylett.

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A STRANGE TRANSFORMATION.

A WINTRY SCENE AT STORMBERG JUNCTION.

The above illustration shows Stormberg Junction clothed in a mantle of snow, which, far from deteriorating the beauty of the scene, has added largely to its picturesqueness.

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STORMBERG JUNCTION ON A SUNNY DAY.

It will be remembered that it was in this vicinity that General Galacre commanded the British force which faced the Boers who were advancing through Stormberg, and sustained serious losses in the terrible fighting which ensued.

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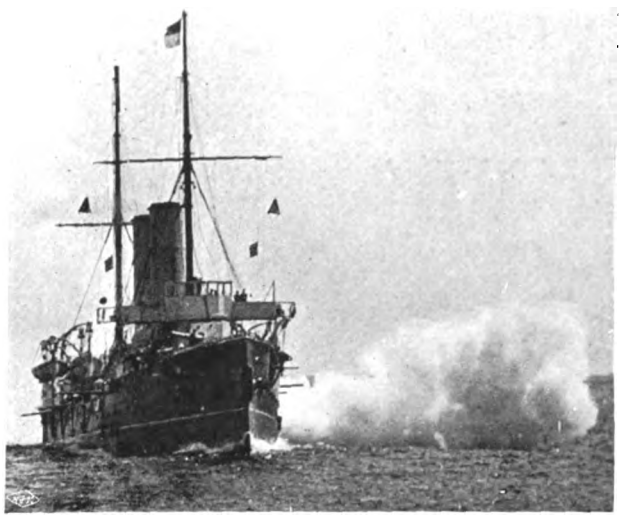
THE NAVIES AND ARMIES OF THE WORLD.

A Weekly Causerie by David Hannay.



TARGET PRACTICE.

AN INSPECTION BY THE GERMAN EMPEROR.

THERE are unlucky places beyond all question. Very superior persons may call this belief superstitious, but there is the recorded fact that whenever you go to certain regions and endeavour to do something spirited in them, you come to grief. Such places for us have been two districts on the coast of South America—the river Plate for one, and this seaboard of Venezuela we are concerned with for another. Our troubles on the river Plate culminated in the surrender of the deplorable officer who was called General "Whitefeather." We did better up the river at a later period, but on the whole we have seldom meddled there without having to wish we had stayed away. As for the Venezuelan coast, it was the scene of two of the Naval miscarriages of the War of the Austrian Succession. It was part of our ill-luck that we were operating there when the British Navy was at its worst in 1743, and that we were commanded by Commodore Knowles, one of the class of officers it was found necessary to weed out of the Navy. He was not stupid, nor was he wanting in personal courage. In fact, the charge of deficiency in that respect, though it was commonly brought in old times, was almost always absurd. The fault of Knowles was that Nature never meant him to command armed forces. There was always something he preferred to the whole-hearted discharge of his duty, and his intelligence was never properly applied to his business. And then the brutal temper which was the vice of his generation came out badly in him.

* * * *

When Vernon returned to England from the West Indies and the command passed to Sir Chaloner Ogle, the latter detached Knowles with two seventy-gun ships, three of fifty, and one of twenty, with orders to pick up other vessels at Antigua, embark soldiers, and proceed to take La Guaira and Puerto Cabello, which were supposed to be in a defenceless condition. The real fact was that we took so long to get ready, and talked so much about what we meant to do, that the purpose of the expedition became "a secret of the housetops." Every man, woman, and child all over the West Indies knew all about it, and of course so did the Spanish Governor at Caracas. He had time to get ready. By an exception in the usual methods of Spanish Governors he did not waste his opportunity. He raised the Militia, collected negroes and mulattoes, repaired the fortifications besides making new ones, and bought powder from the Dutch at Curaçoa, who, being neutrals, enjoyed the position of *tertius gaudens*. So when Knowles appeared off La Guaira on February 18 he found it in a very fair state of defence.

* * * *

We fell on in the bull-in-a-china-shop style then prevalent. Vernon's fatally cheap success at Portobello had confirmed the belief that it was only necessary to rush at a Spanish fortification in order to carry it. The squadron was led into action by Captain Lushington of the "Burford" about noon, and came to anchor within an hour. A heavy swell made the ships roll, and rendered accurate firing very difficult. The stable Spanish batteries had an immense advantage, and it was lucky for us that the Governor's forces did consist of newly embodied Militia—blacks and mulattoes. After a time their fire slackened, and Knowles manned and armed boats to cut out and off three Spanish vessels lying in the harbour. "But," says Beatson, with a judicious vagueness, "from his orders not being clearly understood, they fell into confusion and returned without putting their design into execution." The fact clearly was that the batteries were by no means so fully silenced that it was safe to send boats into the harbour. The fire of the Spaniards went on slowly, but without stopping, and we answered, till at last a shot from the shore cut the cable of the "Burford," and she drifted on board the "Norwich." Then the two fell on the "Eltham," and all three were carried to leeward out of the line. Hereupon the batteries, being greatly encouraged, began firing with renewed vigour. At sundown the engagement ceased, and next day Knowles went off to Curaçoa to refit his damaged squadron. We lost a lieutenant and 92 men killed, with 308 wounded. Lushington of the "Burford" was mortally wounded, and died at Curaçoa. La Guaira was severely knocked about, largely through the explosion of a magazine by our bombs.

* * * *

From Curaçoa Knowles sailed to attack Puerto Cabello, and appeared off it on April 15. The place was found fortified with a castle and batteries, the small ships drawn up in the inner harbour, and a big one ready to be sunk at the mouth, in short, with everything handsome about it. After surveying and looking at the problem all round a council of war was held, and it was decided to go in *secundum artem*. The soldiers brought from Antigua, the Marines, the Volunteers—to wit, some Dutchmen who joined us at Curaçoa, determined to make the best of both worlds—and 400 sailors were landed under Major Lucas of Dalzell's Regiment. The plan was to seize certain batteries which would enable us to enfilade the other defences of the Spaniards. The brigade was landed duly after two of the squadron had bombarded the battery we meant to seize, and in the dark. It advanced up to the Spanish defences and captured one battery by surprise, but the sentry fired his musket to give the alarm, whereupon the castle fired her guns. And now occurred something which recalls the memory of the repulse at San Domingo in the Commonwealth time, and also shows the extremely hazardous character of night attacks. A panic occurred in the brigade. In the dark some of them fired into others, who of course fired back. No doubt they all thought they had fallen into an ambush and were being attacked by the Spaniards. The men got entirely out of hand. Soldiers, Marines, Volunteers, and sailors fled in a mob to the boats. It was necessary to re-embark them and give up an enterprise which had now manifestly become hopeless.

* * * *

It was not a glorious incident, and I have no doubt that pretty rude criticisms were bandied to and fro between the parties concerned, Naval and Military, when they had recovered their breath. But these things are worth retelling from time to time, just as reminders that for Englishmen, as for other people, success in war is not the result of any magic virtue there is in them, but the reward of good preparation and good sense. They can become as utterly panic-stricken as any Spaniard or Frenchman when they are raw, ill-organised, and ill led. And if anybody replies that this is a platitude, I rejoin that its truth is too commonly ignored, and that insistence thereon is not superfluous. Another point too may be taken. It has now and then been remarked of some incidents in the late war that they were unprecedented, and gloomy deductions have been drawn as to the decay of the national spirit. Yet, as we see, our fathers could lose their heads and run for it a hundred and sixty years ago. And so in similar conditions have all men of all races done, and so they always will. The moral is that they should not be put in those conditions.

* * * *

Artful attacks on the flank having ended in this dismal fashion, Knowles fell back on his favourite bull-in-a-china-shop method. He bombarded. One of his captains, Gregory

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of the "Norwich," seems to have had enough of it at La Guaira, for he hung back so markedly that the Commodore sent Captain Henry Steuart to take command of the ship. The rest of the story practically tells itself. We claimed to have damaged the fortifications, and probably we did, but we did not silence the fire of the place. After hammering and being hammered, the squadron drew off, and, being now roughly knocked about, gave up the operations on the Spanish Main and returned to the West Indies.

THE "EXCELLENT."

ALTHOUGH frequent allusions to the "Excellent" have been made in our columns and illustrations reproduced showing various parts of it, there may still be a good number of our readers, outside Service men, of course, who are somewhat in the dark as to what goes on there. In the first place, a large majority of people are ignorant of the fact that the "Excellent" and Whale Island are one and the same. But this is so. A short description of the origin of Whale Island and the work carried out there will therefore doubtless be interesting, and at the same time instructive, to the uninitiated.

COMING ASHORE.

The bridge which connects Portsmouth with the island.

The first man to open the eyes of the Admiralty to the fact that a more efficient training in gunnery and a uniform system of drill were necessary, was Sir Howard Douglas, son of Sir Charles Douglas, who was captain of the fleet to Sir George Rodney, who saved England at the battle of Dominica during his command on the West Indies station in 1782.

The result of Sir Howard's propositions and ideas was the establishment of the "Excellent" as a school of gunnery at Portsmouth in the year 1832, and this was placed under the command of Captain Sir Thomas Hastings, or, as he was more familiarly known, "Old Stings." The general idea on the formation of this school of gunnery was to turn out, by means of expert instructors from the Marine Artillery, a class of "seaman gunners" and "gunnery instructors," who would be trained in the use of big guns, with which to form the nucleus of ships' companies. The officers trained there were also, when in sea-going ships, to carry out the various gunnery drills and to supervise the gunner in the execution of his duties.

The "Excellent" continued in use for about seven years, being in 1839 relieved by the "Boyne," which in turn was relieved by the "Queen Charlotte," which flew the flag of Sir Edward Pellew, afterwards Lord Exmouth, at Algiers in 1816. This last-named vessel was afterwards sold, but the figure-head is still to be seen by those who care to pay a visit to the island.

In 1868 Whale Island was selected as the place to deposit the soil excavated in connection with the extension of the Dockyard, and as it increased in size and importance, its suitability, first as a drill ground and then as a substitute for the ship, were recognised, so that in time it became the gunnery school of the Fleet.

Of course great improvements have taken place since that day, and numerous additions have been made in the buildings there.

As to the work carried out, it is done with that characteristic smartness for which our Bluejackets are famed the world over. By nine o'clock in the morning mess-rooms and drill-sheds have been scrubbed out, the guns polished as only a British seaman can polish them, and everything is fit and ready for the daily work to commence. Then in accordance with an "article of war" which dates back to the reign of Queen Elizabeth, and reads, "Divine service according to the liturgy of the Church of England shall daily be performed," a short service is conducted, after which the men march off to the various places of instruction assigned to them. Drill then continues, with the exception of a rest of an hour or so, until late in the afternoon, when the various classes are dismissed and the majority of the men are at liberty to go ashore or amuse themselves according to their tastes. There is a splendid recreation ground on the island, which, as may be supposed, is well patronised by the men, and here many a tight cricket match has been played and many a hard-fought football match won and lost. There is, besides this, a splendid billiard-room in which there are several tables; and, in fact, everything is ready at hand by which Jack can pass away a few hours. A concert is generally held in the canteen at night, which is allowed to continue until nearly ten o'clock, this being the time when "Lights out" is sounded and all lights in the seamen's quarters are extinguished.

In conclusion, we may say that a visit to the largest gunnery establishment in the world will well repay the trouble taken, for everything there, from end to end of the island, is interesting, and many a relic of our Navy's past history is to be seen.

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A MODEL OF COMFORT AND CONVENIENCE.

The officers' quarters and mess-rooms on Whale Island.

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AN ELEPHANT BATTERY IN MARCHING ORDER.

OUR INDIAN EMPIRE.

A Running Record of Military Life and Incident in the "Shiny East."

By CAPTAIN OWEN WHEELER.

NOT long after this appears in print we shall be receiving the detailed accounts by mail of the great Coronation Durbar at Delhi. But, as a matter of fact, it is not in the least likely that these longer reports, any more than the cabled descriptions, will give a just idea of what after all is the real *raison d'être* of this tremendous function, its effect, namely, upon the great continent of India and the Native Chiefs and peoples. That must be left to the calm consideration of posterity, but there is no harm in indulging in a few anticipatory comments, more especially as the Imperial Assemblage of 1877 affords a pretty sound foundation on which to base an argument.

There does not seem much further need to labour the spectacular attributes of this wonderful ceremonial, to which every sort of gorgeous accompaniment that art, experience, or imagination could suggest was so appropriately and magnificently added. We have received by telegraph quite enough local colouring and other wealth of description to last us till the mail brings in a fresh batch of decorative "copy," and, even with such skilled pens at work, it is quite possible that at home the general realisation of the Durbar will be an imperfect one. I remember that about eighteen years ago it struck someone as a smart idea to produce in London—long before the "Colinderies" were thought of—a highly realistic representation of an Indian village, and I went like a good many other Anglo-Indians to see the show. It was capitally done, and I, who had just come home on leave, was surprised at the careful accuracy displayed. But there was something entirely lacking, and I could not at first make out what it was. I asked a friend to help me, and he replied at once, "What you miss is the smells!" And that was it undoubtedly.

In the same way, all the written descriptions in the world, and very, very few of the painted ones, will give any accurate idea of the atmosphere of the Durbar. For atmosphere in India means, as a rule, so much more than it does in most other places. It is, so to speak, complicated by so many mixed considerations, most of all, perhaps, by the fact upon which I have before insisted in these notes, and which is the keynote to any proper understanding of Indian affairs, namely, that India is not a country merely, but a continent. Absolutely nowhere else in the wide world could you collect such a variegated assemblage as was collected at Delhi last week, every native member of that assemblage being able to say, "I am of this land, and to this rule I owe fealty, although among those around me I see but few of my own kin and language." Here in London, at Coronation time, we had the most astonishing mixture of races ever brought together, but the atmosphere was still London smoke for all that. In Delhi, the bewildering commingleement of utterly different and yet indigenous peoples, the strange juxtaposition of natives of the country as far removed from each other in language, customs, and religion as a Russian is from a Portuguese, cannot but have produced an atmospheric effect in its way as striking as the gorgeous blue of an Indian cold-weather noontide, or the multitudinous surroundings of Oriental splendour.

From such reflections let us turn to the avowed object of this brief reference to last week's historic ceremony, a glance, namely, at the possible influence it will exercise on those whom it was all along intended to influence with some degree of force and permanence. In the first place, it is useful to consider who the latter are. Certainly not the British residents in India, a drop in the ocean, mainly an official class, and to a man so transparently, naturally loyal, as to be quite contented with their own means and methods of celebrating the Coronation of their beloved Sovereign. Certainly not the great mass of the labouring population, of which four-fifths will probably never hear of the Durbar except, perhaps, by way of dim rumour or marvellous tradition. Not, except to a very limited degree, the native mercantile class, to which such a spectacle as the Durbar may unquestionably appeal, but which, for great purposes of State, may be regarded as hardly needing such an extravagant demonstration of the pomp and majesty of British rule. There remain two great sections of the community which the Durbar may be expected to have influenced, and to go on influencing, to their profit and our own, namely, the Native Army and the Native Chiefs.

The effect of the Durbar on the Native Army may be dismissed in a few words, but it is none the less of very serious significance indeed. It goes without saying that the Army in question is of a solid and tried loyalty which is beyond all doubt, and it is equally a fact that only a small proportion of it was present at Delhi before and during the Durbar. But it is none the less desirable that the great machine upon which we depend so largely should not only be kept habitually in running order, but should occasionally be lubricated by some such striking appeals to its sensibilities as this colossal spectacle. The native soldier is true to his salt, and something more, but all Orientals, and some Occidentals too, love to think that the master they serve is capable on occasion of displays of personal magnificence such as no one within reasonable distance can hope to imitate. There is not an officer or man of the Native Army who will hear, even at third hand, of the superb display at Delhi without experiencing a thrill of satisfaction, and a proud feeling that he is remotely connected himself with this creditable performance. It is quite possible that, in the passing-on process, the procession of elephants will expand to about forty miles, and the Duke of Connaught and the Viceroy will come to be clad in gold armour studded with diamonds and other extravagances; but that will only heighten the general effect. The residuum of solid and very useful conviction will be that not only has the British Government a very capital notion of all that pertains to up-to-date fighting and the soldierly employment of the fighting races of India, but that the King-Emperor is really the very greatest King upon Earth, who could buy up the rest of the world if he chose, and who merely allows the Russians to exist because their country is not worth the trouble of taking!

Even more important is the effect which the Durbar is calculated to exercise upon the Native Chiefs, and that, too, for reasons which may not be immediately apparent to the

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casual home reader. I have frequently in these columns descanted upon the personal note which has been so happily struck in the relationship between the Ruling Indian Princes and the English Throne, and the affectionate, even passionate, nature of the loyalty which has been thus produced. That the Durbar will have stimulated this sentimental devotion is a matter of course, and, equally of course, the profoundest gratification will have been created by the arrangement of such a massive ceremonial on lines entirely in accordance with Indian tradition. Only a few weeks before the Durbar a great Indian Prince, whom the Viceroy happened to be visiting, gave marked expression to the satisfaction he felt in attending an assemblage so completely in consonance with the old-time practice of Indian Emperors, and there is no doubt that this sentiment will have been widely echoed. The rigid observance, moreover, of the laws of etiquette and precedence will have rendered it reasonably certain that none of the attendant Princes will have returned to their homes other than most favourably impressed with the correctness and dignity of the arrangements on this momentous occasion.

But there is an added circumstance, and one the credit of which is distinctly due to the Viceroy personally. Lord Curzon has proved extraordinarily successful in a post in which more than one man with apparently equal chances has achieved at best a respectable mediocrity. But in no direction has he done better than in the matter of consolidating the relations between the Native Chiefs and the Government of India. Some time back, in a memorable speech, he won all their hearts by recognising them as partners in the business of ruling India, and we may take it that the recollection of that extraordinarily happy proposition will have permeated the whole attendance of the Chiefs at the Durbar. There is no doubt that a paternal Indian Government is essentially the best for the Native States of India; but there is room for something more than the theory of partnership in general rule, nevertheless, and the mere suggestion is quite sufficient to inspire the Native Chief, especially of the better and wiser sort, with sincere pleasure and added pride in his position. But Lord Curzon has not confined himself to mere verbal compliments. He has actually in some instances taken counsel of Ruling Chiefs, and his visiting tours have been on a scale unapproached by those of any previous Viceroy. Right up to the time of the Durbar he was visiting the Chiefs of Rajputana, and his frank cordiality, coupled with a due preservation of dignity, such as is nowhere better appreciated than in India, has cemented the alliance between him and the feudatory rulers. His institution of the Imperial Cadet Corps, which was fully described in the Christmas Number of this journal, will have appreciably added to the influence for good which he has continuously exerted, and which has been so notably crystallised in last week's glittering function.

THE NATIVE ARMY AND THE DURBAR.

ALLUSION has been made in "Our Indian Empire" to the general effect which the great Coronation Durbar at Delhi is certain to produce upon the Native Army of India. A few words may fitly be added here to emphasise the relationship of that Army to the immensely important function which was so brilliantly accomplished last week.

Our picture has been specially selected as being peculiarly representative of the Native Army in some of its most interesting aspects, and is the more appropriate in that the types here portrayed were all to be found in the force which took part in the manœuvres preceding the Durbar. The honourable traditions of the Bengal Infantry, of which five battalions were included in the manœuvres, are far too numerous for us to do them justice here, but it is interesting to recall in passing the historical fact that the forerunners of the central figure in our little group fought under Lake at Laswari and against the great mud fortress of Bhurtpore in the early days of the last century. Similarly the infantry soldiers of Hyderabad helped Malcolm in 1817 to smash the army of Holkar at Mehidpur. The 38th Dogras, who are represented in our picture, and were actually present at the Durbar, are, as a corps, of later growth, but the Dogra is now a tried British fighting man, and the 38th has done excellent service for the Empire on the Punjab Frontier and in that well-known "warm corner," the Malakand Pass. But there are other reflections, besides these honourable traditions, which will have surrounded the presence of the Native Army at Delhi during the Proclamation of our Sovereign as King-Emperor. Those who study the under-currents of history will not have failed to take into account the growth of the Indian Native Army as a social factor, outside its immediate and practical *raison d'être*. It is well to be mindful of the fact that the thousands of native soldiers present at the Durbar represented a community which is increasing every year in importance, and in social consideration also. The ex-native soldier of the old days was in a very different position from the veteran of to-day, with a decent pension, and very possibly a step of honorary rank, which gives him a clear and respected standing among his fellow-men. In a teeming population like that of India, the military will always be in a small minority, but the presence in nearly every town of a certain number of contented and loyal old soldiers is a factor which great peace functions like the Durbar strongly accentuate, and we may be sure that such stories of the assemblage as are propagated and handed down by the native regiments present will not lose in the telling, nor tend to any diminution in the affection and honour by which the British Raj is regarded by the loyal Indian soldiers of the King.

Photo. Copyright. "Navy & Army."

HIGHLY REPRESENTATIVE.

Types of the Infantry, Hyderabad Contingent, Bengal Infantry, and Dogras.

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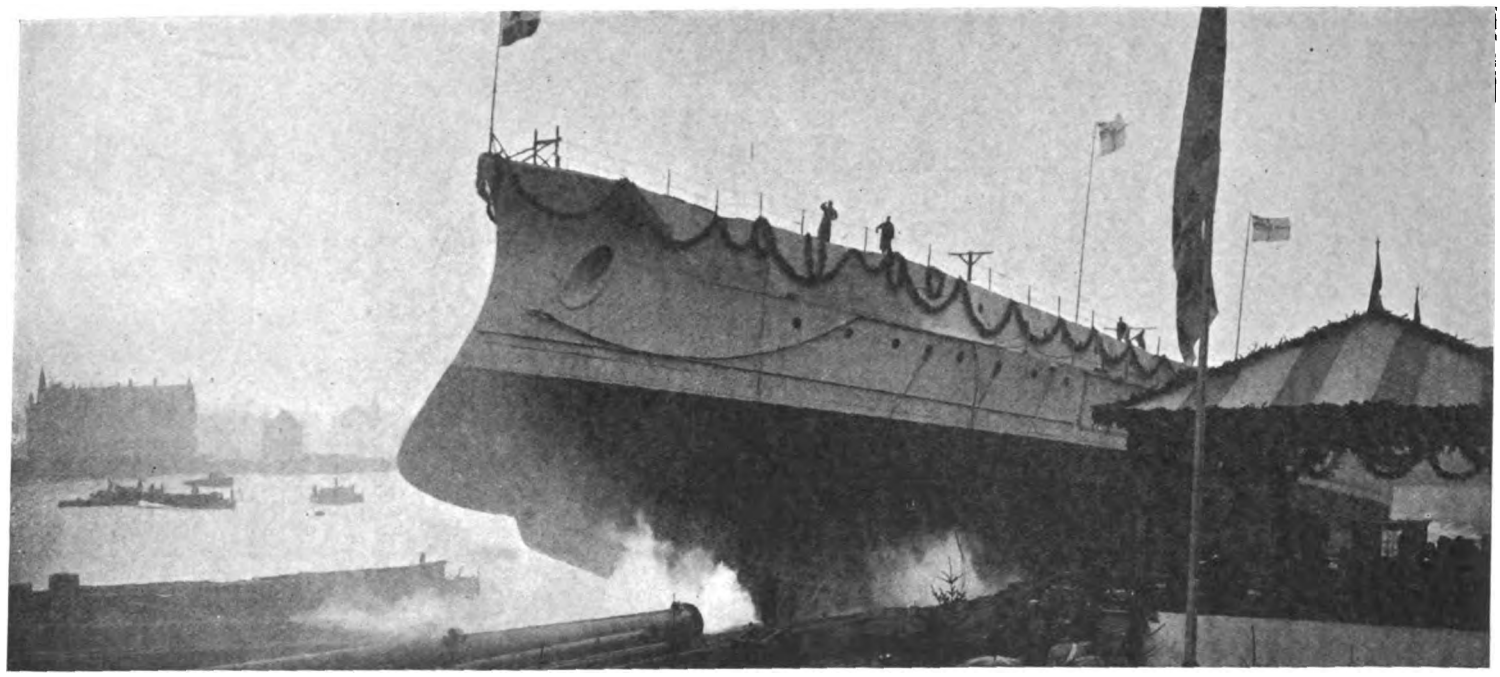
THE LATEST GERMAN BATTLE-SHIP.



THE "BRAUNSCHWEIG" ENTERING THE WATER.

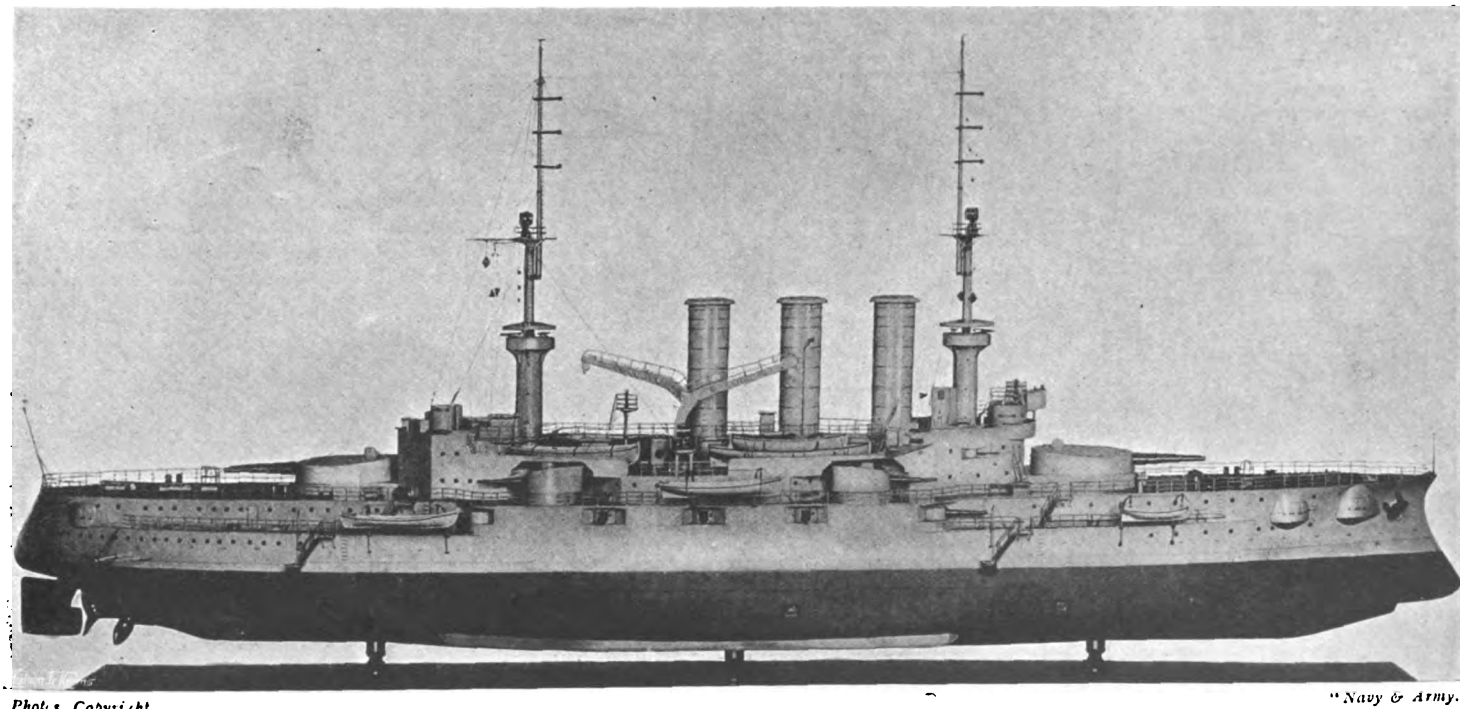
The new triumph of the Germania Yard.

IN rather unfavourable climatic circumstances, but amid much national enthusiasm, the largest battle-ship ever built for the German Navy was launched on December 20 last at the Germania Yard of the Krupp firm at Kiel. The ship received the name of "Braunschweig" (or "Brunswick"), and the Prince-Regent of Brunswick presided at the ceremony, Prince and Princess Henry, Prince Adalbert, and many high Naval personages being present.

The new ship marks a great advance even upon the latest of her predecessors. The vessels of the "Kaiser" class displace 11,150 tons, and those of the "Wittelsbach" class 11,800 tons, while the new class, of which four are already in hand, are increased to 13,200 tons. The additional tonnage is devoted to better protection, heavier armament—more advantageously placed—larger fuel-carrying capacity, and other improvements. To take the first point, we find that in the five ships of the "Kaiser" class the water-line protection is not complete, and that the under-protection of the gun-turrets consists only of armoured trucks for ammunition supply, so that, conceivably, if the structure below were largely destroyed by shell, the whole turret might fall over on its spindle-like base. Something of the same defect remains in the "Wittelsbach" and her four sisters; but in these there is protection for the water-line from end to end, and a citadel amidships gives full protection to eight 6-in. guns. In the "Braunschweig" the arrangement is much better. There is a water-line belt of Krupp steel, ranging in thickness from 8¾-in. amidships to 4-in. at the extremities. Above this is continuous citadel armour in two ranges—6-in. and 5½-in. thick—extending to, and giving protection with, the big-gun turrets, which have a maximum thickness of 11-in. Covering all, of course, is an armoured deck.

Turning now to the armament, we find the four big guns, 40 calibres long, increased from 9·45-in. to 11-in., and mounted at commanding heights in the two turrets. They are not as large in calibre as our own big guns, but the Germans appear to think them as powerful. In addition are fourteen 6·6-in. quick-firers, of which ten are completely protected in the citadel-casemate, and four, with a wide arc of fire, are singly, in as many turrets, on the upper deck, which have 6½-in. armour and their bases completely protected. In addition to these are twelve 3·4-in. behind shields, twelve 1·4-in. automatics, and eight machine guns. The torpedo armament consists of one submerged tube at the bow, four on the broadside, and an above-water tube at the stern.

Lastly, let it be noted that the ship is provided with three triple-expansion engines, driving as many screws, and answering to a speed of 18 knots. The boilers are of a German "Admiralty mixture"—six cylindrical and eight water-tube on the Schulz principle. The coal supply is 700 tons normal and 1,600 maximum, and 200 tons of "tar-oil" will be carried. The complement will be 660.



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THE SHIP AS SHE WILL APPEAR WHEN COMPLETED.

(Taken from a photograph of the model.)

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TESTING THE ICE AT ST. MORITZ

ROUND THE WORLD.

ALGECIRAS:

A New Winter Resort in Spain.

Of the countries into which English people now penetrate for the sake of health or pleasure, Spain, notwithstanding its fascinating scenery, its quaint manners and customs, and splendid old Moorish remains, appears to be least sought after of any in Europe. The reason for this is probably supplied by the fact that comparatively few people acquire sufficient knowledge of the language to enable them to fully appreciate the many sights to be seen; or else it is that the hotel accommodation, which, unfortunately, is not always of the best, keeps English people from visiting Spain in the numbers that they might otherwise do. It is a fact, nevertheless, that Spain is one of the most interesting countries of Europe, and any little discomfort that might be experienced at times is certainly more than compensated for in many other ways.

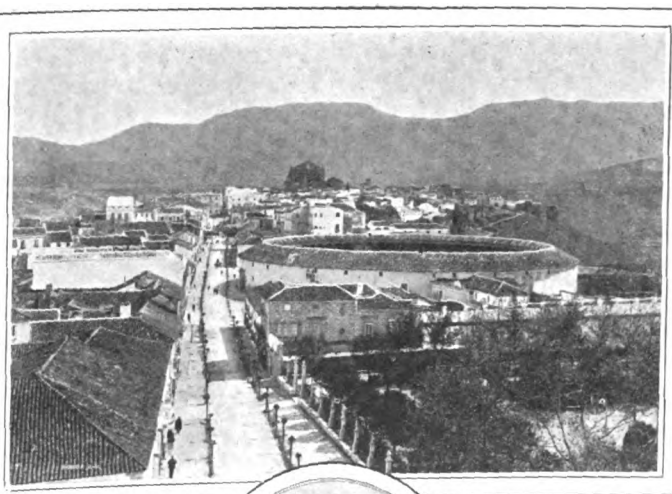
No doubt some few of our readers are fairly familiar with that part of the Peninsula wherein Gibraltar is situated, and to these the name of Algeciras will not sound strange. But probably outside of "the Rock" but few people have any idea of the existence of the pretty little town, which lies on the west side of the bay, about half-an-hour's journey by steamer from Gibraltar. The golf course, which is quite near, has for years past been the playground of the Gibraltar garrison.

Although so close to Gibraltar—a spot which few people would be inclined to visit alone for pleasure—Algeciras is rapidly growing into a popular winter resort. To those who are desirous of spending the winter or spring months in the Mediterranean in a climate immune from frost or snow, the little town of Algeciras can be highly recommended.

Characteristic of British energy and enterprise, the railway which runs to Bobadilla—the junction for Seville, Cordova, and all the show places in Southern Spain—is owned by an English company, and has made the town of Algeciras its terminus. The directors of the company, who were among the first to recognise the possibilities of making Algeciras a first-class winter resort, have always done all in their power to foster tourist traffic. Until the advent of the splendid new Reina Cristina Hotel, they were seriously handicapped by having no hotel accommodation to offer to visitors, but now all this is changed, thanks to the enterprise of the Iberian and Mediterranean Hotels Company, which has furnished Algeciras with as fine a hotel as the most exacting could wish for. The Reina Cristina is still practically new, having been opened a little over eighteen months. Already many distinguished persons have been guests at the Reina Cristina, including several members of Parliament, and the Spanish Governor of Gibraltar performed the inaugural ceremony.

In front of the hotel there is a bay with good and safe anchorage for yachts, where moorings are provided. It is also within easy reach of the Gibraltar Golf Club, while the Calpe Foxhounds usually meet in the near neighbourhood. Interesting walks, rides, drives, and excursions by cycle abound in all directions, and within a short distance by rail are the Cork Woods of Almoraima,

A GLIMPSE OF RONDA AND ITS BULL-RING.



THE MANAGER OF THE ALGECIRAS-BOBADILLA RAILWAY.

THE SPLENDID HOTEL REINA CRISTINA.

HUNTSMEN BELONGING TO THE CALPE FOXHOUNDS.

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and the old-world towns of Castellar, Jimena, Gaucin, and Ronda, with their interesting Moorish remains.

For those who wish to go further afield Granada, Cordova, Malaga, Seville, and Cadiz are all within a day's journey. Madrid may be reached in twenty-four hours. To several of us Spain has been the scene of many a youthful day-dream, and, perhaps, no place in the country, not even excepting Granada, has so strong a fascination for the traveller as has old Seville, the chief city of Andalusia, and the capital of the Moorish kingdom in Spain. Those who have not had the good fortune to sojourn in these parts have no doubt read of the beautiful places once the homes of kings and potentates; while the narrow streets and piles of quaint architecture take us back to the times and events of the Middle Ages. The Seville Cathedral, which is reputed to be one of the finest in the world, well repays a visit—or visits—if you wish to see everything. Nave, aisles, and lateral chapels all in beautiful proportion—a vista of massive yet graceful columns, and an all-pervading notion of venerable age—such are one's first impressions. Perhaps most perfect of all are the fifteenth and sixteenth century stained-glass windows, which, it may be remarked, are seen to best advantage just as evening is closing in and the interior of the cathedral is becoming shrouded in the gloom of twilight.

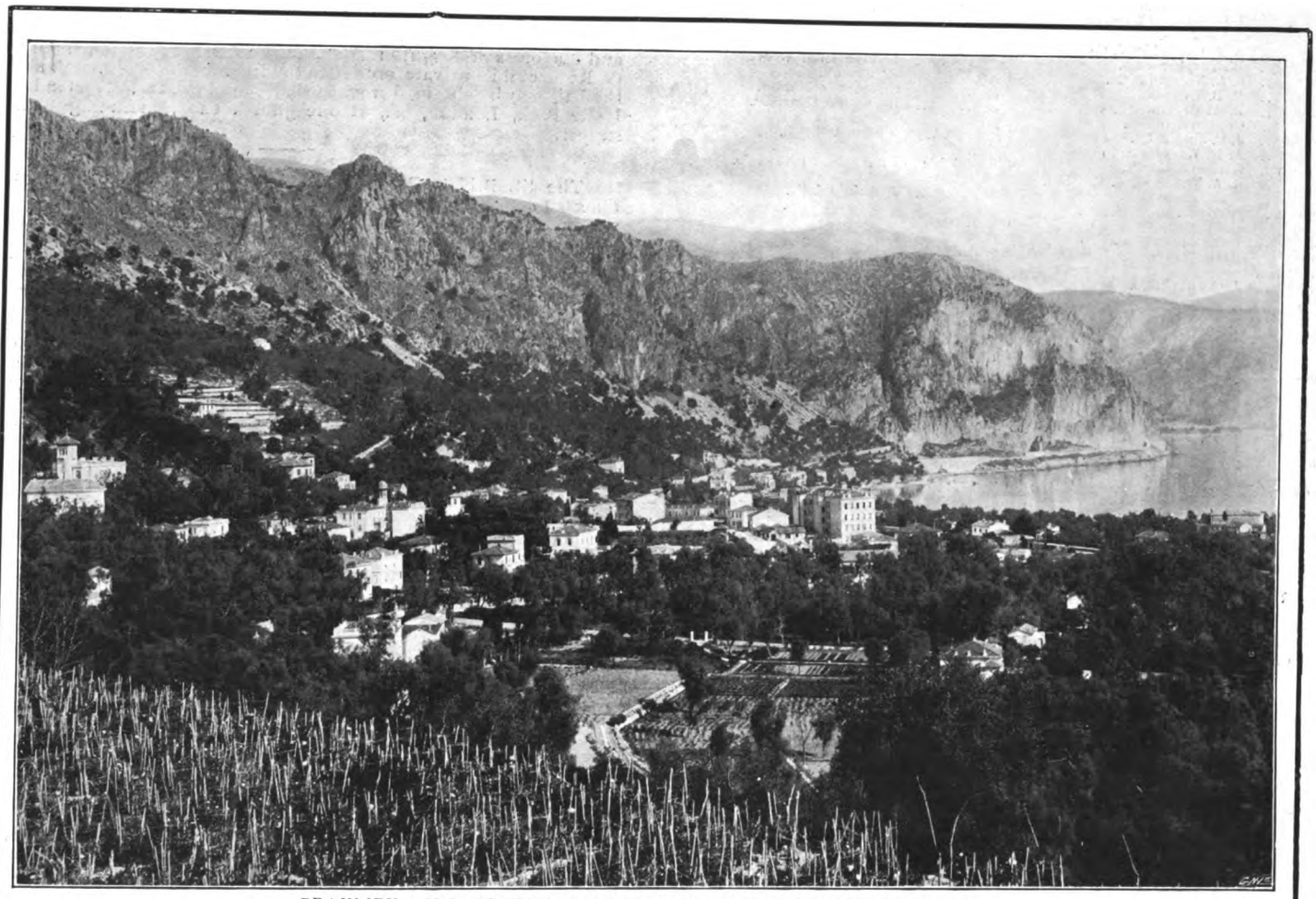
But Seville is only one of the many interesting places which may be visited from Algeciras. Another place which those fond of sight-seeing should not fail to see is Cordova, which remains to-day the most Moorish of all Spanish cities. The Mezquita of Cordova was held in great estimation by the Moors, and a pilgrimage to it was deemed only second in importance to visiting Mecca; but when Ferdinand and Isabella took the city the great Mezquita was converted into a Roman Catholic cathedral, with the result that in all Christendom there is no other cathedral like it.

Among the other available means of amusing one's self in Algeciras there is capital shooting to be had in the neighbourhood. Unless, however, one happens to have friends living there it would probably be found necessary to go rather far afield. We should add that guns and ammunition cannot be taken into Spain without special permission being obtained from the general commanding the district. The town itself is what might be described as a comparatively modern Spanish town, with well-paved and well-kept streets. The Plaza Alta, a large square situated in the centre of the town, is supplied with a military band twice a week. It is considered the fashion by the residents and visitors to promenade here on these occasions, and society (spelt with a small s) may be seen disporting itself in all its gayest attire.

Another favourite walk is the Alameda, a pretty shady garden, divided into plots, each of which is kept up by a different family. Among other possible forms of amusement is the bull-ring, which is the centre of attraction to thousands of Spaniards, as well as a good many curious English. The market-place presents a most quaint appearance at early morning, when the peasantry flock in from all parts to sell their produce. Those who may be desirous of seeing something of the towns which fringe the coast of North Africa will find Algeciras a particularly convenient centre. It is so hard to believe as you sit on the verandah of the hotel sipping your coffee that Tangier, that most interesting of cities, is barely a three hours' journey by boat. Algeciras is best reached from England by a P. and O. steamer direct; but it will be found equally attractive to travel by the Forwood Line. Messrs. Forwood will issue a ticket which allows the journey to be broken at Gibraltar (the getting off point for Algeciras) for as long as the traveller may wish, continuing the trip by another of their steamers and visiting the different towns on the north coast of Africa, including the Canary Islands and Madeira.

BEAUTIFUL BEAULIEU.

THERE are few more beautiful spots to be found in the whole of the French Riviera than Beaulieu, which is within a short distance of Nice and in direct communication with the entire Riviera. In common with its near neighbours, Nice, Cannes, and Mentone, it enjoys a full share of winter sunshine, and is sheltered from the cold north winds by the hills which extend right along the back. As our illustration shows, the town itself lies in a large sheltered bay, which provides a safe anchorage for yachts. Though naturally quiet, it is none the less fashionable, and Lord Salisbury, who has a charming villa overlooking the bay, is a regular visitor. Another distinguished visitor is the King of the Belgians, who so fell in love with this corner of the Mediterranean that he had a house built specially for him near to La Bastide, the home of the ex-Premier. Until within recent years Beaulieu depended for provisions entirely on Nice, which is a good half-hour's drive, but Beaulieu of to-day has changed much in ten years, and in addition to boasting no less than a dozen splendid hotels, is also blessed with some very tolerable shops. It is also noteworthy that the P.L.M. now makes Beaulieu a halting-place for all its trains, while the town is connected by electric tramway with Nice and Mentone. Among the best hotels are the Hotel de Beaulieu, Hotel des Anglais, the Métropole, and the Beau Rivage. The old-established restaurant La Réserve, popular as ever, is a favourite place at which to take luncheon.



BEAULIEU: ONE OF THE FAIREST SPOTS ON THE FRENCH RIVIERA.

"Queries and Replies" are unavoidably held over this week, but urgent questions have been answered by post.

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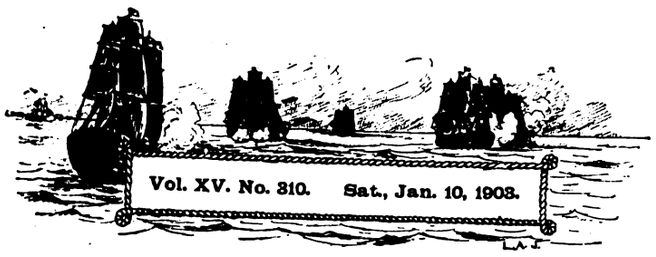

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MEMS. FOR NAVAL AND MILITARY MESSES.

THE new King's Theatre at Hammersmith, opened on Boxing Day with the pantomime "Cinderella," is a really first-class theatre, and one that Mr. Mulholland may well be proud of. There is seating accommodation for over 3,000 people, and the seats are so admirably arranged on a slope that there is no part of the theatre from which the stage cannot be comfortably seen. In the pit each seat is separate and can be lifted up, and even the gallery seats are upholstered. The balcony is behind the dress circle on the first tier, while the amphitheatre and gallery are above. There are no pillars to obstruct the view, and special attention has been paid to the electric lighting. The theatre is a real beauty, and to judge from the rapturous applause, the public are well satisfied with the piece. Mr. J. Hickory Wood is the author of the "book," and Mr. Herbert Simpson has composed some very dainty music for the songs.

Among other pantomimes now running may be mentioned "Mother Goose" at Drury Lane; "Dick Whittington" at the Hippodrome and at the Grand, Islington; "The Forty Thieves" at the Coronet, Notting Hill; "Aladdin" at the Camden; "Alice in Wonderland" and "The Little Lord Fauntleroy" alternately at the Metropole; "The Water Babies" at the Garrick; and for matinées only "A Little Un-Fairy Princess" at the Shaftesbury.

During the Christmas holidays a most interesting programme has been given at West's "Our Navy" in connection with the Regent Street Polytechnic. The animated pictures are of the highest quality and show the Bluejacket in all his phases, at work and at play, ashore and afloat. The Naval Review and the departure of Mr. Chamberlain for South Africa are also dealt with; but the novelty of the programme is the series of cinematograph pictures of climbing Mont Blanc. Appropriate music is performed during the exhibition.

We have received from the Hotel and General Advertising Company, Limited, of 239, Shaftesbury Avenue, a copy of the ninth edition of "The Handy Hotel Guide" (for the United Kingdom), price 2d. This is not a collection of advertisements, and the proprietors wish to draw particular attention to the fact that they have never received any bribe or pecuniary consideration from any hotel recommended. This little book is very reliable and useful, and being arranged alphabetically is easy to refer to. All travellers should make a point of having a copy by them.

A novelty in the way of charitable entertainments is announced for February 10, in the form of an Advertisement and Poudre Ball at the Empress Rooms, in aid of the Metropolitan Hospital, Kingsland Road, which is greatly in need of funds. The ball is being organised by the Ladies' Association, and tickets and full particulars may be obtained of Mrs. J. Coope, chairman of the association, or Mrs. Elphinstone Maitland, Royal Palace Hotel. There is a long and influential list of patrons, and the guinea tickets include a champagne supper.

A County Ball will be held at the Royal Pavilion, Brighton, in aid of the funds of the Sussex County Hospital, on Wednesday, January 14. Among other patrons are Field-Marshal the Duke of Cambridge, the Duke of Richmond, the Marquess of Abergavenny, and the Mayor and Mayoress of Brighton. The music will be supplied by Mr. Alfred de Rothschild's private orchestra (by kind permission). Vouchers for the ball may be obtained from the ball secretary, 24A, Cleveland Gardens, Hyde Park, London, W., at one guinea each, including champagne supper.

The St. Bride's Press, Limited—who are the proprietors of the *County Council Times*, the official organ of the County Councils and of various educational associations—published on the first day of the New Year a weekly paper to be called *Education: Primary, Secondary, and Technical*, which will deal mainly with the work of the authorities under the Education Bill.

"The Twentieth Century Citizen's Atlas," published by Messrs. George Newnes, is a collection of maps which is one of the best and most up-to-date obtainable. The names can be read with ease, and the maps are fine specimens of work. There are 156 large crown folio pages, with 210 pages of index and descriptive text, dealing with the progress of discovery and commercial development of the world. The price is £1 1s. in art canvas, or in half-morocco £1 5s. net.

Messrs. Henry Gaze and Sons desire to inform the public that, by virtue of a recent decision of the Paris, Lyons, and Mediterranean Railway Company, tickets for fixed Circular Tours in Italy in connection with that line can no longer be issued, unless by the Riviera-Ventimiglia Route. Circular Tours from England to Italy can, however, be made up in London of other tickets but at higher rates, with or without allowance of free luggage.

Cassell's Magazine for January is a most interesting number. A new serial by Mr. Headon Hill commences, and there is a most topical article on Moorish prisons. The "History of the Boer War" continues to be most interesting.

The Committee of the Home District Military Society have again decided to form classes in connection with their section for military education, in preparation for the promotion examinations to be held in May, 1903. The classes will be five in number: Military Engineering, Military Topography, Tactics, Military Law, and Organisation and Equipment; but at least twelve officers must join each class, except No. 5, for which six will suffice. Names must be sent in by January 10, or officers may be too late for addition to any class. Applications to join these classes, as well as any further enquiries as to lectures, etc., should be addressed to Lieutenant-Colonel Marshall-West, Royal United Service Institution, Whitehall, S.W.

Miss M. G. Dooner is compiling a record of the services, etc., of Naval, Military, and Colonial officers who were killed in the late war in South Africa. She will be very grateful to relatives who will furnish her with any particulars. Address, The Precincts, Rochester, Kent.

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THE NAVY & ARMY ILLUSTRATED.

VOL. XV.—No. 311.] SATURDAY JANUARY 17th, 1903

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A NEW K.C.S.I.

REAR-ADMIRAL SIR CHARLES CARTER DRURY, COMMANDER-IN-CHIEF, EAST INDIES.

The inclusion of the Commander-in-Chief of the East Indies Squadron in the list of Coronation Durbar Honours was an appropriate recognition of the Naval Service, rendered all the happier by the selection of the Knighthood of the Star of India as the distinction to be conferred. Sir Charles Drury, the only flag officer who belongs to that distinguished Order, was born in Canada in 1846, and entered the Royal Navy in 1859. After a varied career he became Rear-Admiral in 1899, having previously been A.D.C. to the Queen since 1897; in 1900 he was appointed Vice-President of the Ordnance Committee; and in 1902 he succeeded Rear-Admiral Bosanquet in his present post.

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NAVY & ARMY ILLUSTRATED.

A PICTORIAL RECORD OF THE WORLD'S NEWS.

20, TAVISTOCK STREET, LONDON W.C.

Vol. XV. No. 311. Saturday, January 17, 1903.

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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

The Editor would be much obliged if photographers and others sending groups would place the name of each person on the pictures so as to plainly indicate to which figure each name refers.

The Editor will be glad to hear from Naval and Military officers who are willing to write descriptions of sporting adventures they have experienced. He would like to see any photographs that may have been taken, especially those of the "bags" made.

Publishers' announcements and books for review should be addressed direct to the Editor of the NAVY AND ARMY ILLUSTRATED, *20, Tavistock Street, Covent Garden.*

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WRONG-HEADEDNESS IN HIGH PLACES.

IT is astonishing to notice upon how little wisdom a political reputation can be built up, especially when the builder is wealthy and the fortunate possessor of a good cook. A man may have no principles worth mention, no gift of eloquence, no theories of government, no talent even for picking up, and producing as his own, ideas that are in the air; yet he may make his way to the front by sheer force of sticking to his occupation and contributing largely to a party fund. Take the case of Sir Henry Campbell-Bannerman. Could anyone tell us what his opinions are upon the broad issues that always have divided and always will divide men into two schools of thought? He declaims against the Education Act, but has he any clear notions in his own mind about education generally—whether it should be as widely diffused as possible, for instance; and whether the State should undertake to supply it; and what kind of instruction is desirable for the different classes who make up the community and so on? He is opposed to the measure dealing with the London water supply, but is his mind made up as to what commodities the community should take into its own hands; in other words, has he any settled views upon that large question which is called Municipal Socialism, and which is every year becoming more and more prominent in public affairs?

Or take again the problem of National and Imperial Defence. What does he think about that? Does he think about it at all? The other day he committed himself to the amazing utterance that social reforms were of far more importance to the people of this country than winning battles or gaining diplomatic victories. It might be contended that this does not represent a conviction, but was merely a remark made in the heat of argument or in order to please a particular audience. It seems to us equally to prove his lack of statesmanship, and even common-sense, whichever way it may be taken. It is needless to say that we do not fasten upon this point in Sir Henry Campbell-Bannerman's speech because he is the leader of the Opposition. Politicians are all of the same colour to us. All that we consider is, Are they on the right lines so far as the Navy and the Army are concerned? We have deplored Mr. Balfour's lack of interest in matters of defence. We have constantly called attention to Mr. Brodrick's utter inability to grasp the principles that ought to govern our warlike preparations at the Admiralty and at the War Office. But we doubt whether even Mr. Brodrick has ever said such a fatuous thing as this.

Suppose we were to act upon Sir Henry Campbell-Bannerman's view. Suppose we said "Never mind about the Navy and the Army. Never mind about a foreign policy. Let us set about introducing old-age pensions, and making the workhouses more comfortable, and forcing people to be sober by Act of Parliament." What would happen? The first thing, of course, would be that we should drop at once out of the number of Great Powers, and that the Empire would fall to pieces. The Dominion of Canada and the Commonwealth of Australia and the United States of South Africa would become independent nations. They would have no inducement whatever to keep up the connection with us. They would hasten to disclaim partnership with a parent which took such a craven view of its responsibilities, and had so completely cast off its self-respect. But this would only be the beginning. Our commerce would be at the mercy of anyone who cared to take it; our rights and our standing abroad as British citizens would quickly disappear; our best markets would be seized by eager rivals; our supremacy in trade and the position we hold as the water-carriers of the world would be memories of the past; our enormous population would scarcely be able to live; and, if anyone chose to attack us, we should be a subject people as soon as it pleased him to deliver the *coup de grace*.

Is it an attractive picture? Is it a future you care to contemplate? Of course it is not, and of course Sir Henry Campbell-Bannerman would be the first to repudiate the suggestion that he meant what he said. But politicians ought both to say what they mean and to mean what they say. On such subjects as this it is especially needful that they should weigh their words, for the public mind is only just coming to a right conception of our defence problems, and any speech which tends to unsettle it afresh is mischievous in the extreme. The best antidote to foolish utterances in this connection would be a study of the articles by Mr. Thursfield and Colonel Seely, M.P., in this month's *National Review*, and of an article in the *Nineteenth Century* on "Our Food Supply in Time of War." All three writers show why it is absolutely necessary to our existence as an Empire to keep up the strength of the Navy, and to have our military forces organised upon a plan which will take into account what we want armies for and which will give us exactly what we require. We only wish we could hope that each article would be read aloud at the next meeting of the Cabinet, and that each Minister would be invited to give his assent to the propositions which they advance.

THE SITUATION IN THE MEDITERRANEAN.

In view of the various important questions raised recently in connection with the Dardanelles, Morocco, and the Balkans, we propose in our next issue to publish special illustrated articles on the situation in the Mediterranean. These articles will be illustrated with reproductions from photographs of ships of the British, French, and Russian squadrons in the Mediterranean Sea. They will represent the latest types and the principal classes of vessels in the three squadrons. A fine illustration of Malta Harbour, showing the British Fleet preparing for sea, and the first-class battle-ship "Implacable" making ready for action, will appear in the same issue, as well as all the usual features.

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THE CORONATION MANŒUVRES NEAR DELHI.

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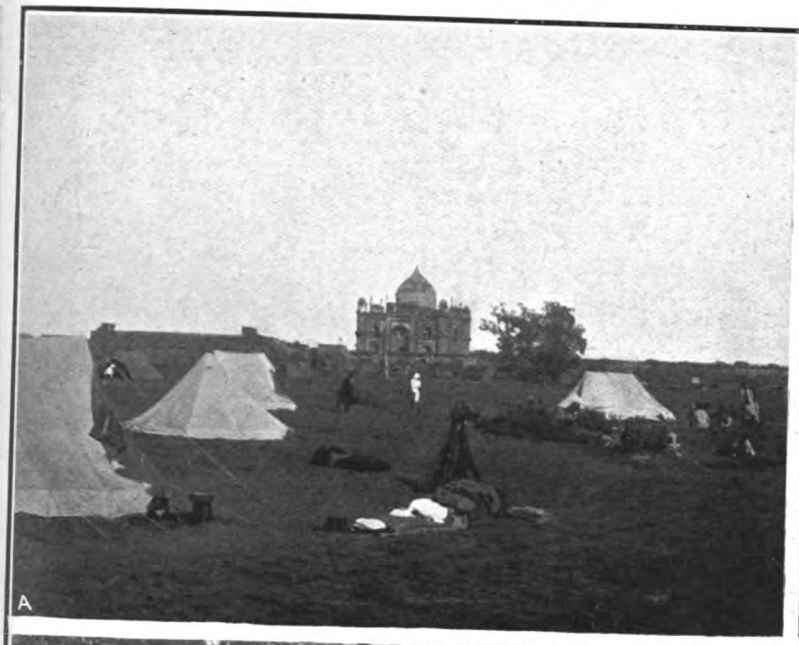

A

B

C

E

F

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A.—A VIEW FROM THE 6th INFANTRY BRIGADE'S BIVOUAC. B.—AFTER THE BATTLE AT SONEPAT. MEN ASLEEP IN THE SUN. C.—A HALT AT DAWN. D.—THE BIVOUAC KITCHEN. E.—THE CAMEL TRANSPORT RESTING. F.—OFFICERS' BIVOUAC AND MESS.

The Coronation Manœuvres which took place in the vicinity of Delhi were commenced at daybreak on December 17, the opposing forces being termed respectively the Northern Army and the Southern Army. The former on the morning of the outbreak of hostilities was encamped some four miles south of Delhi, while the latter lay a few miles still further south. No authentic accounts of the operations have yet appeared, but it is to be supposed that they proved of more than usual interest, owing to the troops who were engaged, the number being composed of detachments of practically every corps at present in India, both Native and British. The above illustrations, which have been forwarded to us by a correspondent with the Southern Army, will give our readers a good insight into the nature of these manœuvres. In the first illustration the tomb of Safdar Jang will be noticed in the distance. The next picture shows the men after fifty-six hours' work, during which they only had one meal and four hours' sleep, endeavouring to get a little rest, in spite of the fact that the sun is pouring down on them. We hope in an early number to be able to give our readers more details of the actual operations, and also some interesting pictures of the Durbar.

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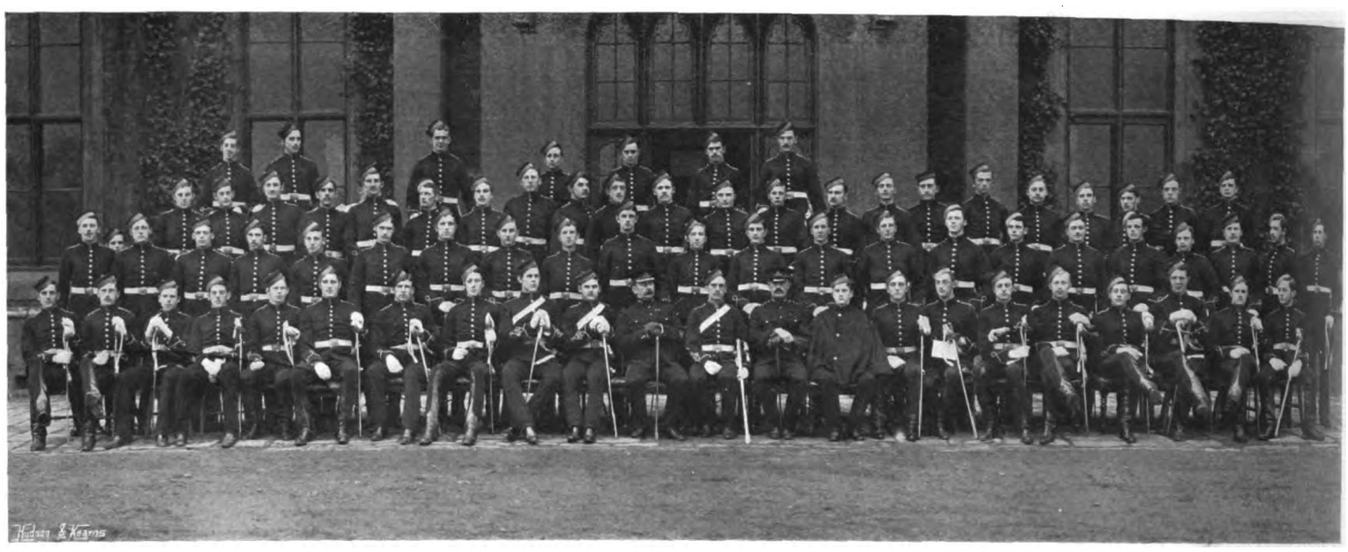
YOUNG SEAMEN AND SOLDIERS.



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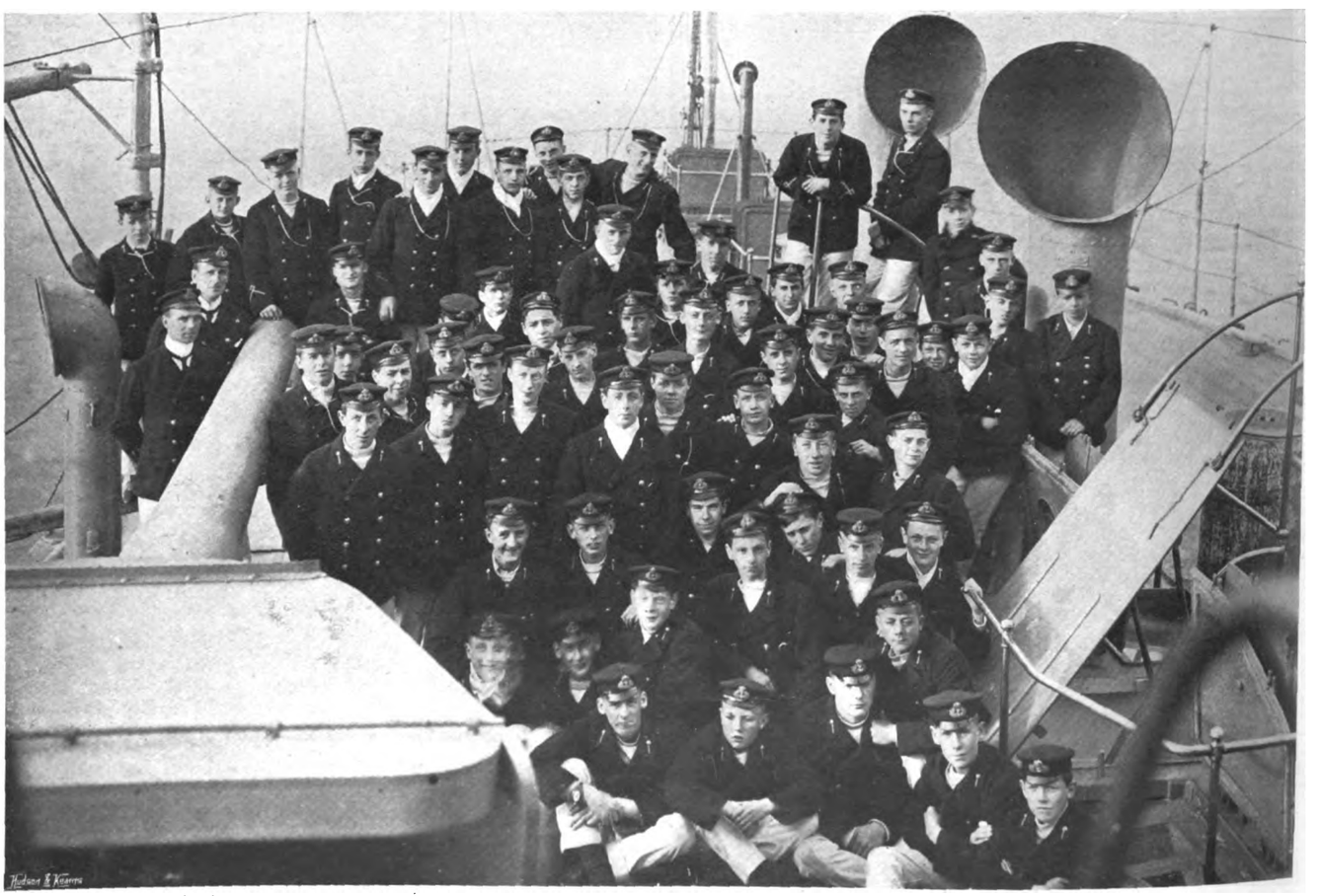
THE PASSING-OUT CLASS (DEC., 1902) AT THE MILITARY ACADEMY, WOOLWICH.

The names of the cadets, reading from left to right, are—Back row: J. C. Forsyth, H. F. S. Pollok-Morris, S. R. Radcliffe, C. H. M. Sturges, G. L. de la C. Fuller, H. Archer, H. L. Pope, and J. H. Johnston. Second row: B. G. E. Sunderland, R. Micklem, G. F. R. Wingate, J. W. L. Jackson, W. B. Benton, S. R. G. Bake, E. J. B. MacKenzie, J. L. Forbes, C. D. Tod, H. R. S. Massy, A. H. C. Trench, H. K. Bethell, B. L. Eddis, W. M. Congreve, H. E. Smyth, J. H. Dane, A. Block, P. W. Justice, G. F. Raper, D. Daly, W. B. P. Thring, and J. A. H. B. Somerville. Third row: R. R. Hyslop, W. G. W. Durham, K. G. Bittlestone, N. W. Aitken, J. C. J. Smith, P. B. Simon, D. J. M. Campion, A. G. Rolleston, W. H. Cox, C. D. Rawson, G. H. J. G. Morris, J. I. A. McDiarmid, R. L. Palmer, W. D. R. Lumby, A. Hippisley, J. A. Edgworth, H. J. G. Gale, D. W. Payne, F. H. Scovil, A. T. Sauler, C. D. W. Bamberger, F. G. G. Moores, and P. G. Phillimore. Front row: G. St. Orde Browne, R. A. Owen, G. G. Hermon Hodge, C. C. Lucas, C. W. Selby, R. D. C. Bell. O. C. R. Hill, E. F. Norton, E. K. Squires, W. E. Kidner, M.O., Col. A. M. Murray, R.A. (Assist. Com.), C. R. Satterthwaite, S.U.O., Capt. A. E. J. Perkins, R.A. (Adjt.), J. S. Richardson, M.O., A. F. Brooke, G. E. M. Thorneycroft, W. A. Stirling, H. N. Fairbank, Hon. R. E. Grosvenor, F. J. M. King, M. D. Bell, and F. Fitzgibbon.



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THE PASSING-OUT CLASS (DEC., 1902) IN THE "ISIS," TENDER TO THE "BRITANNIA."

The following are the names of the cadets: J. W. Seddon, R. L. Wiles, J. O. N. Wood, E. G. Hallewell, W. D. Stirling, D. G. Ingpen, M. F. FitzG. Wilson, V. B. Cardwell, A. R. Dewar, A. G. Holmes, H. W. K. Young, M. A. Hawes, J. H. Pigot, E. G. Morris, G. Warburton, E. O. Disney, P. R. P. Percival, W. E. B. Magee, R. F. P. Maton, A. F. Pridham, M. Kenworthy, D. Maxwell, M. B. F. Colvile, R. Megaw, F. G. Stewart, P. D. Crofton, T. A. Gaimes, F. C. Finnis, E. K. Boddam-Whetham, A. D. D. Smyth, the Hon. B. P. Cary, C. H. Wrigley, E. P. Hogg, J. E. Pellew, R. D. B. Haddon, C. L. Kerr, C. C. B. Vacher, H. R. James, G. S. Holden, B. Coppinger, G. T. Wright, F. V. H. Mackenzie, A. S. Hyde-Smith, A. R. Chalmer, H. Pott, A. H. M. White, R. S. Robinson, C. H. Abercrombie, H. B. Maltby, G. E. B. Carter, L. A. da C. Ricci, A. R. Hammick, K. H. Macartney, C. Murphy, H. H. G. Begbie, A. E. P. Lyons, L. C. Burnett, V. E. Ward, J. L. G. Patterson, P. D. Stirling, E. C. Simmons, and K. C. Helyer.

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PREPARING FOR THE CORONATION DURBAR.

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THE FINAL FULL-DRESS REHEARSAL.

The procession as it appeared passing in front of the Grand Stand.

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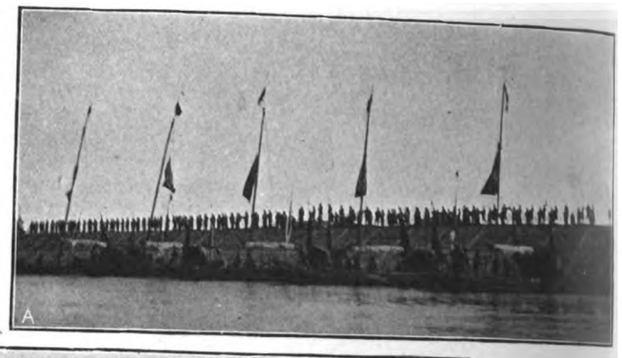
THE FUNERAL OF A CHINESE VICEROY.

WE are able to reproduce this week some interesting photographs, taken by a Naval officer, depicting the funeral honours paid to the late Viceroy of Nan-King by the war-ships of the Powers. Liu-Kun-yi, who died on October 6, played a very important part during the recent crisis in China. By birth a Hunanese, and a soldier by profession, he commanded in 1860 one of the armies which suppressed the Tai-ping Rebellion, and performed valuable service in his native province. Thus winning distinction, he rose to be Viceroy of Nan-King, and held that high post during the Boxer outbreak of fanaticism. It is certain that the Court party used every effort to tempt Liu-Kun-yi to join in the anti-foreign movement, but though unswervingly loyal to his Sovereign, Liu used his power and influence on the side of civilisation. Thanks to this great Chinaman, the Europeans resident in the valley of the Yangtse were protected, and the Boxers effected nothing within the province of Nan-King. Liu's native army, if employed on the side of barbarism, must have turned the scale, but he unflinchingly used it on the side of civilisation and humanity, thus earning the gratitude of Europe.

To mark this appreciation, the Viceroy's funeral was attended by the following war-ships: Great Britain was represented by the "Alacrity," flying the flag of Admiral Sir C. Bridge, and by the "Eclipse," "Rosario," and "Bramble"; France by the cruisers "Pascal," and "Décidée"; Germany by the "Hansa" and "Seeadler"; Austria by the "Kaiser Karl VI."; the United States by the "Helena"; Italy by the "Lombardia"; Japan by the "Idzumo"; and China by the cruiser "Nan-Schun" and several gun-boats and war-junks.

On the morning of October 15 the new Viceroy, Chang-Chi-tung, received the British admiral and the captains of all the ships of war, and at night he held a reception in the military college, Nan-King. Next morning the coffin of Liu-Kun-yi, followed by the British admiral and all the captains, was solemnly conveyed to the river bank, during which part of the ceremony nineteen minute guns were fired from the war-ships. We illustrate this incident. The ship in the foreground is the German cruiser "Hansa."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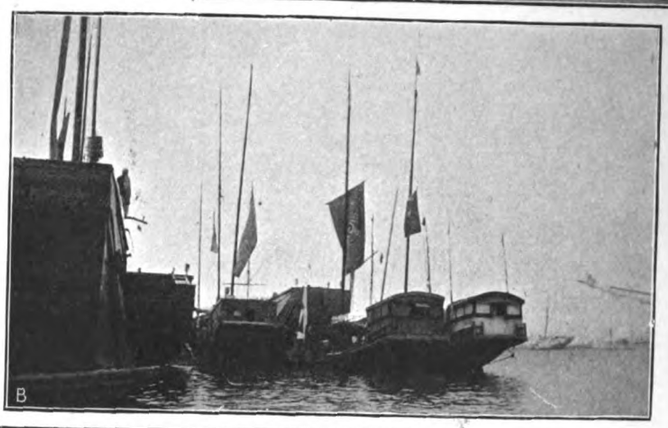
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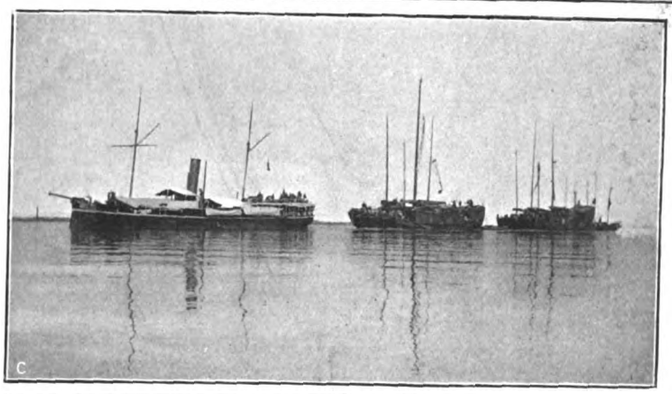
Our first picture shows a body of Chinese troops drawn up on the river bank, and war-junks, each with a muzzle-loading gun, which joined in the saluting. Next we show the junk in which the coffin was conveyed to Hunan.

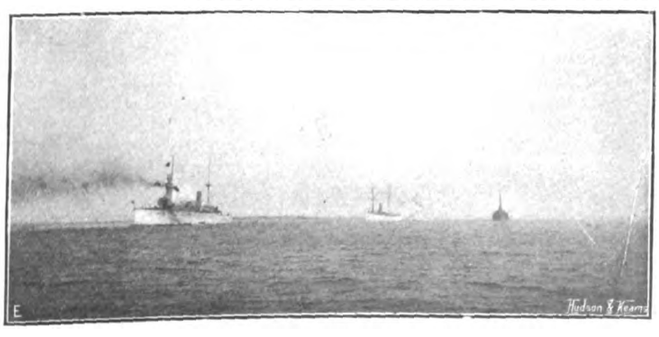

C

Another illustration shows the procession of junks, towed by a gun-boat. Next we print another and clearer view of the junks. It will be seen that every mark of respect was paid by representative ships of the Powers to the remains of this great Chinaman, Viceroy Liu-Kun-yi, whose bones were finally deposited near Hunan City, in the burial-place of his ancestors.

D

The late Viceroy was the pioneer of his own fortunes, a man of sturdy, independent, and sagacious character, whose career culminated during the Boxer rising. "He was not," says the *Times*, "a scholar, like his colleague Chang-Ching-tung, nor had he the same measure of cosmopolitan knowledge. He was a soldier, and provincial of pronounced type. But he was possessed of certain natural virtues of shrewdness and honesty which led him to the same conclusions as his more cultured colleague." We know, too, that he was curiously frank for an Oriental, and blunt of speech. The question of internal reform filled his thoughts, and he clearly perceived and acted upon the conviction that his country must be developed by a wide extension of commercial relations with foreigners. He combined absolute loyalty to the reigning house with profound distrust of the Manchu influence. He would have abolished the privileges of the Manchu class in the cause of progress. Such views are almost unique in a Chinese Viceroy, so that the success of the Boxer rising might well have cost him his head. That peril he unflinchingly faced, and won the esteem of Europe by his broad-minded honesty of purpose. So by his death China and the world is the poorer since October 6.

We are glad to be able to illustrate the funeral of such a remarkable man, and to bring before our readers the fact that the Great Powers interested in the Far East honoured his remains.



E

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A.—CHINESE TROOPS AT THE FUNERAL, AND WAR-JUNKS IN THE RIVER. B.—THE JUNK WHICH CARRIED THE COFFIN IS IN THE CENTRE. C.—THE PROCESSION OF WAR JUNKS. D.—ANOTHER VIEW OF THE JUNKS. E.—FOREIGN WAR-SHIPS FIRING MINUTE GUNS.

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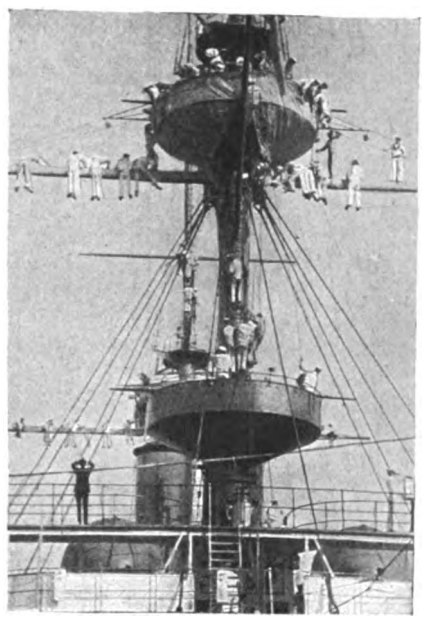
REPAIRING HER TORPEDO-NETS.

THE SEA-POWER OF THE NATIONS.

A Record of Policy and Progress from Week to Week.

By JOHN LEYLAND.



A WAR-SHIP PREPARING FOR SEA.

SUFFICIENT time has now elapsed to enable something of a judgment to be formed upon the new scheme of Naval training, so far as its details were divulged in Lord Selborne's Memorandum. None have failed to recognise the great courage with which the Admiralty took up the matter, and few to appreciate the essential value of the plan. There has been a chorus of approval from the Press; admiration has been showered upon the scheme by the few admirals who have spoken; and men like Sir Fortescue Flannery and Sir William Allan, from the engineers' point of view, have risen to bless the proposal. The latter writer described the scheme as the best New Year's gift to the Navy since the days of Alfred the Great—as a matter of fact it was a Christmas box—and as a master note of true progressive policy. The Navy itself, characteristically silent and loyal as ever to its chiefs, says nothing at all.

With no desire to approach the subject from a critical standpoint, and having much admiration for the scheme evolved, I would point out that there are some features of the new arrangement which require further explanation. It appears not to have been pointed out that the proposals are like the Admiralty itself, and like most of the things we are acquainted with in Naval administration. In appearance they are definite, but essentially they are indeterminate. In my judgment this is a merit, because it permits and favours development. On the principle of the law maxim, *Inclusio unius exclusio alterius*, really very little is said in regard to the relation of officers and their individual duties in the ships when the new type of officer goes on board. Nothing being defined, many things are possible. Among the possible things, let us look for unity in the corps of officers, with efficiency in their specialised duties altogether undiminished. We are told that the sub-lieutenants of twenty, who have been entered and trained together, will thenceforward find their education differentiated for special duties, and it is proposed to make the division between the various branches "definite and final." We are not, therefore, to reproduce, as yet, the discredited American system of amalgamation. It seems, however, to be admitted everywhere that the new officer, to whatever branch he may belong, must not only be a seaman, but a soldier, a man of science, and an engineer as well, quite experienced in the applications of steam, hydraulic and electric power in machinery which becomes every year more complicated in character.

This last is an important matter, because the young executive officer, to whom such knowledge is imparted, will, it would appear, be assigned to his executive branch, definitely and finally, without possibility of change. This is a plain interpretation of the scheme. Perhaps yet it will be otherwise explained. Yet we may certainly assume that, while the executive officer is on the deck or the bridge, mechanical science will not stand still, and it is presumably the purpose of the Admiralty that every officer shall keep abreast with successive advances. It has not, however, been explained in what manner this will be brought about. Let us suppose that electricity is applied in many additional ways on board ship, that new systems or patterns of boilers are introduced, that oil stoking is more largely resorted to, that there are improvements in engines, or that the turbine is applied to vessels of larger classes. We may surmise, or imagine, many advances of such kinds. Now the executive officer, it would appear, is to have a practical knowledge of all of them, and how can he gain it unless he take his place at times in the duties and responsibilities of the engine-room?

Conversely, if, as someone has said, a Nelson should be discovered in the engine-room, will the way open for him to the duties of the quarter-deck? If is quite certain that the young engineer sub-lieutenant, at the age of twenty, will be just as much fitted for executive duties as all his comrades. He will have mounted, indeed, several rounds of the executive ladder. True, it is not said of him, though it is of his brother, the new Marine—who will have received precisely the same training, with a short added course at Greenwich—that he will become available for keeping watch at sea, and for general executive duties on board ship; but it is hard to see how he can be altogether excluded. Youths entering the Navy between twelve and thirteen, when comparatively few of them can have developed any special taste, and who are trained together in precisely the same duties, will probably possess the same tastes, and their allotment to particular branches of the Service may not always be to their mind. It having been thought necessary to give the engineer up to the age of twenty a training in seamanship, navigation, pilotage, gunnery, and torpedo, it seems only natural that he should be allowed, or even obliged, to maintain his knowledge abreast of the times by practice, for, just as developments may be expected in the engine-room, so there may be developments in those subjects which are now the prerogative of the executive officers. Is it then proposed that the engineer officers of the future shall ever interchange their engine-room duties with those which appertain to the work of seamanship and navigation, gunnery or torpedo? If this should be the case, care must be taken to ensure that they are still scientific engineers before and above all. Engine-room artificers and mechanicians may be excellent men, but they cannot be expected to possess an adequate scientific knowledge, and still less the qualities that are required for the organisation and administration of a very important part of the work of a war-ship. It therefore follows that we must still have highly experienced engineers, and it may be hoped that those pessimists are in error who have expressed the opinion that the midshipmen's course, followed by a shorter course at Keyham, will not be capable of producing engineers of high professional attainments.

The whole problem is fraught with difficulties, for unless the engineers of the future can be given advantages equal to those of the executive branch, they will be less likely to be content than are their predecessors of the present day, and it is not easy to see how in the engine-room those advantages can be found. The discouraging result of amalgamation in the United States Navy has doubtless had a deterrent effect upon the Admiralty, and it was a wise thing not to propose such a plan for our Service. That is a matter which, like the amalgamation projected in the two arms of the Marine branch, may ultimately solve itself. An opinion expressed in some quarters is that only the creation of a single body of officers to undertake the whole work of the ship can give content and legitimate reward to those employed in the Service. The great difficulty must be to combine such a

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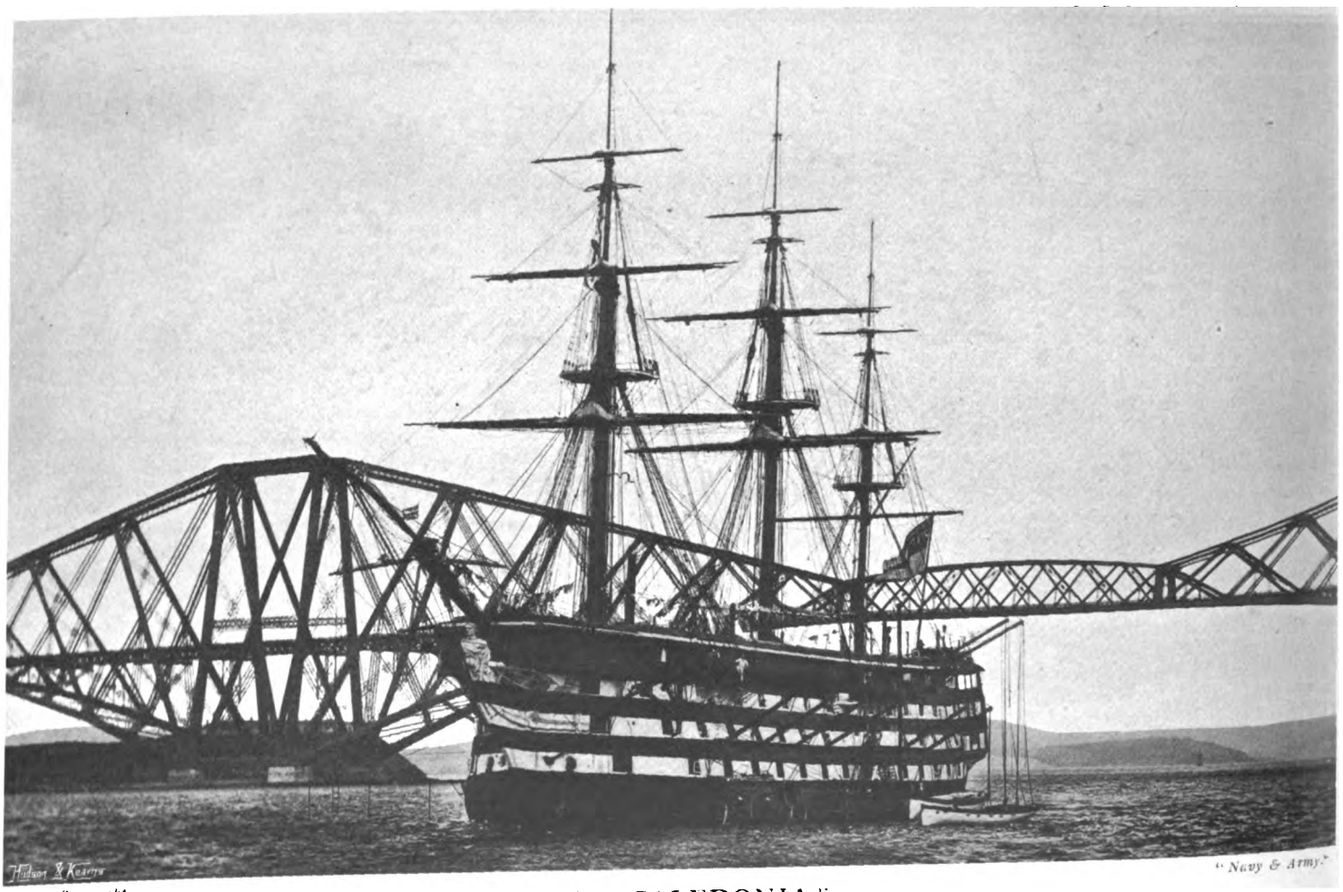
unification with the efficient performance of special duties, and it has not been explained how the creation of a single body of officers would affect the vital question of promotion to the higher ranks. Yet it is conceivable that our future officers may receive such an all-round and sufficient training that there may be specialists in engineering just as now there are specialists in gunnery, torpedo, and navigation, without any rigid division into organised branches. The position of the present navigating officers is an illustration of what has been accomplished, and all the things that were said against the embodiment of the old navigators in the executive line are now being said against a like embodiment of the engineers.

As to the Marines, they will certainly not "lag superfluous on the stage." They are cheaper than Bluejackets, and their officers think them just as good. The officer himself will become more useful, and if he should approximate more and more to the executive officer, until he becomes practically an executive officer specialised for Marine duties, nothing will be lost. This, it is true, would mean amalgamation, but amalgamation, in the ripeness of time, is not a thing to be feared. In bringing forward a scheme capable of development the Admiralty has done extremely well. It doubtless looks forward to a period seven years hence, when a body of young officers will have come forward, identical in social standing and in training, and when the present difficulties will have disappeared. Then the question of the relation and mutual duties of officers may be expected to solve itself. One real difficulty is to bridge over the interval. The arrangements made in this regard, though they will not content everybody, seem generally sufficient, and the decision arrived at is probably that most conducive to the interests of the Service as a whole. The points I have brought forward will suggest that the new scheme is, in a way, tentative; that, in regard to the interrelation of the new classes of officers, it is indeterminate, and that it may be regarded as a provisional measure capable of being enlarged and expanded to adapt it for the future requirements of the Fleet. The view of many is that its expansion will take the form of a final amalgamation of the branches of the Navy, but many questions remain to be settled before that can be brought about, and the maintenance of complete efficiency in each branch is chief among them.

SCOTLAND'S TRAINING-SHIP.

THE training-ship at Queensferry, N.B., the "Caledonia," has been at her present station in the Firth since September, 1891. She was originally launched under the name of "Impregnable" in 1810, and has seen considerable service in her time. She is a three-decker of 104 guns. She flew at one time the flag of the Duke of Clarence, afterwards King William IV., at the great Naval Review of 1814, before the allied Sovereigns, having previously brought the Czar and the King of Prussia over. Still known as the "Impregnable," she took part in the operations off Naples in the following year, flying the flag of Lord Exmouth; while in 1816, as flag-ship of Sir David Milne, she took part in the hottest of the fight at the bombardment of Algiers. She suffered severely from the fire of the Dey's batteries, having all her spars and masts disabled, and receiving over 300 cannon shots in her hull. Her loss came to over fifty killed and wounded. The "Caledonia" has had a considerable amount of war service, and in the early forties knocked about the Mediterranean, after which she lay at Devonport till 1889. She was renamed first "Kent," and then "Caledonia," and fitted up for her duties as a training-ship.

The first "Caledonia" was a 120-gun line-of-battle ship; she was ordered to be built in 1794 at Plymouth as a 100-gun ship, but her armament was altered in the subsequent year. Work on her was not begun until 1805, however, and on June 25, 1808, she took the water. She was a sister ship to the "Hibernia" which was sold at Malta just lately, and described in the NAVY AND ARMY ILLUSTRATED on December 13. The "Caledonia's" figure-head was remarkable for its simplicity, especially at a time when large scrolls and fantastic designs were quite the fashion. The unicorn was represented supporting the arms of Scotland, and it would be interesting to know if this figure-head has been preserved. The "Caledonia" served in the Mediterranean during the final years of the Napoleonic wars, flying the flag of Sir E. Pellew. On February 13, 1814, she took part in an action with several French ships of the line and was severely damaged.



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THE "CALEDONIA."

A training-ship for Scottish Naval recruits.

The lads who enter for the Navy and pass through the "Caledonia" spend fifteen months on board the training-ship, and learn, first of all, to make, mark, and stow their kits, and to wash their own clothes. Then they commence sea-training in all its branches—boat exercises, gun and small arms, and cutlass drill. The more advanced boys of the ship also go to sea in a sailing brig to get practical experience.

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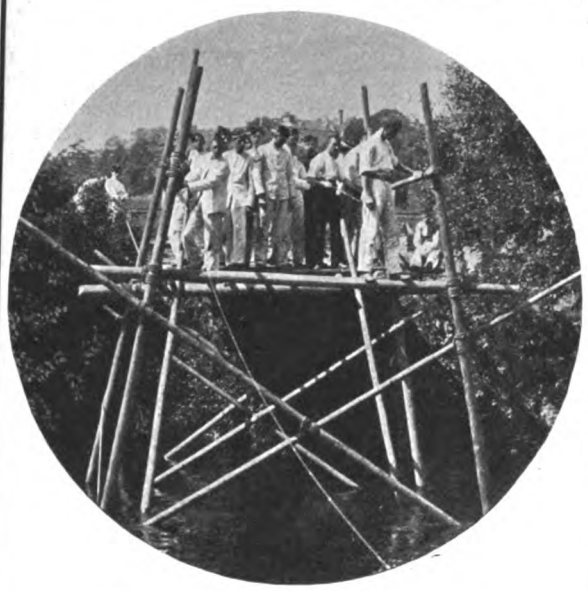

VOLUNTEER ENGINEERS AT WORK.

FINISHING A SUSPENSION BRIDGE.

DEFENCE, NOT DEFIANCE.

CITIZEN SOLDIERS IN TOWN AND COUNTRY.

By TRAINBAND.

SOME weeks have elapsed since an article appeared in the *Fortnightly Review* entitled "The New Army Training and the Auxiliary Forces." The writer, we believe, is an officer in the 1st Volunteer Battalion of the Hampshire Regiment, but the essay hardly seems to have attracted the notice which might have been anticipated, for it well merits perusal. The problem of organisation and training, especially for such a force as the Volunteers, is fully discussed, and the writer most justly deprecates entirely any attempt to turn the Volunteers into sham Regulars. He recommends a completely separate organisation for the two branches of the Imperial Forces. He is of opinion that in the new regulations it has been forgotten that the constant touch and continual training at home the Volunteers enjoyed is a very distinctive advantage the Force possessed, and he regrets that this has been neglected by the new regulations, which attach an exaggerated importance to the point of embodied training for the individual soldier. That training, he fully allows, is of inestimable value to the staff and officers, but he thinks the private can be taught quite as much and even more at home. He therefore advises a fortnight or longer for the units to be in camp, during which period the officers and staff would attend; but with the rank and file he would keep up a system of weekly relief, to make it more possible for men to conform to the requirements of their civilian vocations.

Some two or three weeks ago it was stated in these notes that the annual meeting of the National Artillery Association must be reckoned amongst things of the past. This announcement it seems was somewhat premature, for we have since heard directly from the Association that a definite decision has not yet been reached, and that the action of the authorities is still awaited with much interest. It is not yet known whether the authorities mean to electrocute or otherwise dispose of the Association or to support a scheme which is now before them.

The resuscitation of the Royal Naval Artillery Volunteers was somewhat fully considered in these notes a few months ago. Ever since the abolition of the Brigades of Naval Volunteers, the proposal to re-establish the organisation has been from time to time put forward, and during the year 1902, an eventful year for the Auxiliary Forces generally, when Imperial Defence, Home Defence, Army Reorganisation and Naval Reform all attracted very wide attention, it is not surprising that prominence should have been given to the suggestion that Volunteer Bluejackets should once more be embodied. It will be observed that the term Bluejacket has been used, for a large proportion of the schemes submitted laid great stress on the necessity of the men being Volunteer seamen, and not merely gunners. When considering one of these proposals on a former occasion we gave it as our opinion that it would be easier to maintain a force of Volunteer Marines than of seamen. We see no reason for a change in opinion had the Royal Marine Force been allowed to remain on its existing footing. The recent memorandum, however, issued by the Admiralty, which provides for an entirely new departure in Naval education, seems to aim, amongst other things, at the gradual absorption of the Marines into the Navy. The Admiralty order on the training of officers is a far-reaching scheme, and between the lines may possibly be read the beginning of the struggle between sentiment and tradition so far as the Marines are concerned. It is expected that the Royal Marine Artillery and the Royal Marine Light Infantry will first be amalgamated into a gunnery corps trained for service on shore and afloat. If this corps were to be maintained as a separate unit, there is little doubt that a Volunteer Reserve could be attached to it, much in the way in which Volunteer battalions are included in Territorial regiments of the Line; and we still think that the bulk of men who would enrol as Naval Volunteers would be of more value as partially trained Marines than as partially trained Bluejackets. But it appears to be quite probable that the separate identity of the Marines will eventually disappear altogether, and should this be the case, it is obvious that the Volunteer Reserve must also be included, and the members brought into line as seamen. Under such circumstances it might be urged that the best plan would be to commence at once, and as far as possible to train the Volunteers as seamen proper, so that they at least would not be affected by the gradual absorption of the Royal Marines into the Navy. If the revival of Naval Volunteers is really to be tried, uncertainty as to what will be the actual attitude of the authorities towards the existing Marine Forces will certainly increase the difficulty of deciding what will be the best system of training for the Volunteers.

It will not have been universally forgotten that a few months ago it was asserted that incorrect and false entries were frequently made in the musketry registers of Volunteer battalions. At the time this statement was made we expressed our conviction that the practice mentioned did not prevail. It is, of course, likely enough that mistakes may occasionally be made through inadvertence, but we are still of opinion that the cases in which musketry records are "cooked" are decidedly rare. At the same time, any plan which would render such obliquity more difficult to carry out might certainly be adopted with advantage. It is by no means improbable that if the Bisley scoring rules were followed in keeping the registers at class-firing an effective check against fraudulent register-keeping would be introduced, for class-firing could then be easily included in some of the ordinary competitions. Too often, unfortunately, has class-firing hitherto been regarded as a nuisance to be got through as quickly as possible. It is true that the increased attention which has now to be devoted to musketry must certainly effect an improvement, but possibly the fact that a competition was combined with the class-firing, by which each man would have a direct interest in seeing that all the scores were correctly entered in the registers, would do more to stimulate shooting by indifferent marksmen than the most stringently worded Army Orders would really accomplish. Should it be determined to accept the suggestion and follow the Bisley scoring, some few alterations would be necessary. For instance, the standard would require to be slightly raised, in consequence of the increase in the "possible." It should not be forgotten, nevertheless, that the diminution in the size of the bullseye would render the difference less than it might at first sight appear, and it has been pointed out that the cost of ammunition would be somewhat reduced, to an extent, indeed, which might mean a saving to the Volunteer Force of over £10,000 per annum.

It is rather strange that, often as it has been proposed, there seems to be a determination not to grant exemption

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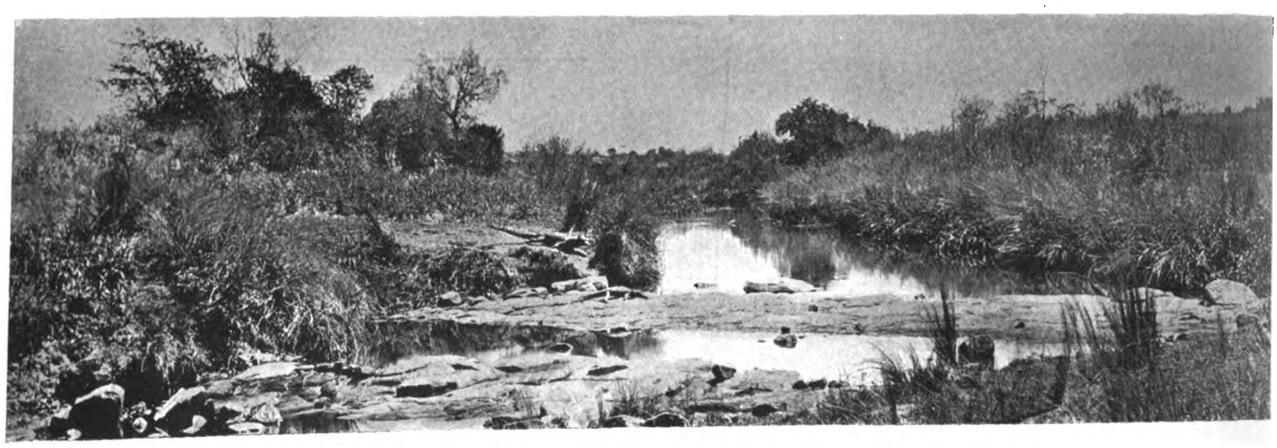
from jury service to Volunteers. Under ordinary conditions nothing is so likely to make the Force popular as the grant of certain privileges to the members. Undoubtedly, one of the duties of citizenship which is generally most disliked is that of jury service, and knowledge that it could be escaped by joining a Volunteer corps would without doubt tend to numerically strengthen the Force. The grant of such an indulgence would cost the country nothing, and as there are already so many classes of persons exempt, the privilege might well be extended to all efficient Volunteers. The Old Country might take a lesson in this respect from Singapore, where all those who devote some of their time to learning to bear arms are excused from the liability to serve on a jury. Occasionally in England men have requested exemption from attending on the plea that they were already giving time to the country as Volunteers, but very rarely has attention been paid to the excuse. One Volunteer who had failed to procure relief on this plea was more "canny" on the next occasion on which he was summoned to serve on a jury. Arriving in court at the last moment, with a very distressed countenance, he begged that he might be excused, as he did not know which would die first, his wife or his daughter. The judge, of course, immediately excused him, and offered his condolence. Two or three days afterwards a friend met this astute Volunteer in the street, and timidly enquired for news of his wife. He was told that she was very well, and received a similar reply when he asked after the daughter. Naturally astonished, he said, "But I heard you say in court you did not know which would die first." "Neither do I," said the escaped juror; "time alone will show."



A VIEW ON THE LIMPOPO RIVER.

BRITAIN BEYOND THE SEAS.

A Weekly Study of Colonial Naval and Military Interests.

By IMPERIALIST.

WEST AFRICA claims attention this week from both peaceful and warlike standpoints. Taking the latter first, considerable interest is attached to the report that immediate steps are to be taken to bring the Emir of Kano in Northern Nigeria to his senses, more especially as the task in front of the local authorities is no easy one. It appears that the Emir has of late displayed increasing hostility towards his British neighbours, having repeatedly sent threatening letters to Captain Abadie, the British Resident at Zaria, the nearest British garrison to Kano, upon whose head he has even gone so far as to place a price. Captain Abadie, by the way, is the son of Major-General Abadie, C.B., Lieutenant-Governor of, and commanding the troops in, Jersey, who is very well known as an ex-9th Lancer officer of long service and great distinction. Captain Abadie is his gallant father's worthy son, and has already served with great credit in two West African campaigns. He, personally, is not likely to have been much agitated by the vapourings of the Emir of Kano, but, of course, such insults to the representative of the British Government could not pass unnoticed, and, accordingly, the Emir is to be made to "sit up," as several Emirs in this part of the world have had to do since British rule in Nigeria took concrete shape. The process, too, promises to be a rather seriously interesting one.

The strength of the expedition will, it is stated, be about 1,200, the troops being drawn from the highly efficient West African Frontier Force, which consists of the Northern Nigeria Regiment, the Southern Nigeria Regiment, and the Gold Coast Regiment—these three, besides Infantry battalions, have a proportion of Artillery, and the first-named also includes some Engineers—the Lagos Battalion, and the Sierra Leone Battalion. Probably the expedition will be led by Colonel Morland, D.S.O., King's Royal Rifles, who is the Commandant in Northern Nigeria, and who, next to Sir Frederick Lugard, the High Commissioner of the same province, has perhaps done more than any living man to uphold British prestige and extend British influence in West Africa.

The Emir of Kano is said to have some 7,000 mounted troops, more or less, and his capital is strongly defended. The British expedition will therefore have its work cut out, and is likely to see some severe fighting. But it may be taken for granted that the quality of the punitive force will make up for any numerical deficiency, for, as we pointed out the other day, the Colonial Office takes good care to run no foolish risks in connection with these enterprises. Moreover, the West African Force has been so often engaged in similar work that it knows pretty well what sort of obstacles it will encounter, and will doubtless take every advantage of the aids which experience has taught it to seek on such occasions.

The official report of the Gold Coast Colony for 1901 has just been issued—a somewhat tardy appearance, but justified, presumably, by the heavy calls on the Colonial Office in other directions, and also by the complications arising from the Ashanti disturbances. The latter appear to have had a prejudicial effect upon trade, but things show signs of looking up, and better results are confidently expected for 1902. Whether this country will ever realise the rosy anticipations which have been formed of it seems increasingly doubtful, but there is no question that there are plenty of natural riches in it, and science may yet render it possible to extract them without such a terrible tax upon human life as has hitherto been inevitable. At present, practically speaking every European landing on the Coast is eventually prostrated for a time by one form or another of local fever, and the late Sir William Mackinnon, formerly Director-General of the Army Medical Department, told the writer shortly before he died that he still suffered from the effects of the fever he had taken into his system in the Ashanti War of 1874. A peculiarly sad characteristic of these horrid fevers is that men who have suffered from them and have been invalided home have, after temporarily "picking up," so often died just before reaching the Canary Islands, the theory being that the change of air and climate has been too much for them. At the same time, the writer was told that Sir James Willcocks, who led the last Ashanti Expedition, enjoyed a strange immunity from fever, and that he is strongly of opinion that, with proper precautions, the Gold Coast of the future will be by no means an unhealthy place of residence.

Before us lies a publication of which there are probably very few copies in this country, namely, the "Gold Coast Guide" for 1902, edited by the Rev. J. B. Anaman, a native clergyman who has made several excursions into literature,

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and has in this little book collected a mass of information regarding the Coast and its hinterland. To Mr. Anaman we are indebted for a succinct account of the Gold Coast Rifle Volunteer Corps, which is apparently in a very healthy state, considering the sparseness of the European population and the detrimental influence of the climate upon anything like physical energy. The strength of the battalion at the time the "Guide" was published was twelve officers and 210 non-commissioned officers and men at Accra, and 127 non-commissioned officers and men at Cape Coast. The corps was armed with Martini-Henry carbines, and possessed a first-rate drum-and-fife band, a party of signallers, and an efficient stretcher company.

It is impossible not to regret the attitude recently taken up by the *Melbourne Age* with reference to the question of Imperial Defence, if only for the reason that the natural consequences, in the shape of a rejoinder from the Mother Country's standpoint, are calculated to injure Colonial susceptibilities to a somewhat painful extent. Still, plain speaking in the end is generally advantageous, and an Australian who, after being misled by the *Melbourne Age*, has undergone correction by the *Times*, is not likely to entertain much false doctrine on the subject of Imperial Defence for the future. Rarely has so much crushing force been demonstrated in a column of print as was displayed in the leading article in which the *Times* pulverised the pretensions and the arguments of its Australian contemporary, and it would be an excellent thing for the Empire if this powerful article could be widely disseminated as a prophylactic against future errors of judgment and logic in this direction.

For the benefit of the general reader it may be well to remark that the *Melbourne Age* had declared that "the people of Australia undoubtedly entertain the utmost distrust of the proposed new agreement by which the Auxiliary Squadron, maintained by Federal funds, may be withdrawn in time of danger in order to be used in the larger Naval strategy of the high seas, perhaps thousands of miles distant." Of the various fallacies underlying this extraordinary proposition the most patent is the absurd contention that the Australian Squadron is "maintained by Federal funds." That any serious Australian paper should imagine that a squadron such as will henceforth be maintained in Australian waters could be kept up for £240,000 a year is astonishing. But the real point is that Australia only pays annually towards Imperial Defence 1s. per head of the population, as compared with the 15s. 2d. per head which Imperial Defence costs every man, woman, and child in the United Kingdom. And yet it is dissatisfied because in the interests of Naval strategy, which is perhaps rather more thoroughly understood at the Admiralty than in the *Melbourne Age* office, the Imperial Government declines to bind itself to leave the Australian Squadron in Australian waters in the event of great and sudden Imperial needs in other quarters. It will be a melancholy result of the Colonial Conference and of the quickened interest in Imperial affairs which has marked the past few years if such distorted ideas are not only to be permitted to exist in the minds of the Australian people, but are actually fostered by the local Press. There is, however, no need to be unduly apprehensive on this point. There is a wealth of sound common-sense in Australia, and, when once this matter of the Auxiliary Squadron begins to shape itself fairly in Australian minds, there is very little doubt that wiser counsels will prevail, and that there will be no discontent, but rather profound satisfaction, with an arrangement which guarantees Australia the same measure of security against Naval attack as is enjoyed by any portion of the Empire—for that is the essential bargain—at one-fifteenth of the cost per head of population paid in the Mother Country.

Let us turn to a pleasanter subject. It would be difficult to exaggerate the interest and importance attached to the "Mounted Service Manual" for Australian Light Horse and Mounted Infantry, etc., which has recently been published "by authority" at Sydney. The manual has a preface by Major-General Sir E. T. Hutton, Commanding the Military Forces of the Commonwealth, which is simply a model discourse on the work of (1) horsemen trained to fight on foot, *i.e.*, Light Horse, and (2) Infantry soldiers temporarily provided with increased powers of locomotion, *i.e.*, Mounted Infantry—a characterisation upon which, by the way, it would be difficult to improve in the matter of brevity and completeness. This is followed by a note on Organisation, and by seven parts dealing with every conceivable duty and course of training connected with light horse and mounted infantry. The tactical use and disposition of machine guns, it may be mentioned, is carefully dealt with, as are also such subjects as the demolition of railways and telegraph lines, the strengthening of forts and field-works, etc. Among the plates are included plans of Stuart's in the American War, 1862-65, Drury-Lowe's raid on Cairo during the Egyptian War, and Lord Roberts's march from Bloemfontein to Pretoria. In fine, a pattern manual, for which Australia may well be grateful to the earnest and accomplished soldier whom she has happily secured for the control, at an important period of transition, of her Federal Forces.

STARTING A PONTOON BRIDGE.

ROUND THE MILITARY CLUBS.

What Soldiers are Thinking, Saying, and Doing.

By RANGE-FINDER.

THE most interesting military news of the week is the announcement that a force of 250 Boers is to be used in the Somaliland Expedition. It will be remembered that about two or three months ago the suggestion was scouted when the Boers themselves came forward in some numbers to volunteer. Well, personally, as I said at the time, I have not much faith in the experiment as a military expedient, but from a political and diplomatic standpoint there is much to commend in the decision which the authorities have somewhat tardily arrived at. Not that it is an innovation to find Boers fighting side by side with us. We have had the co-operation of our late enemies for many years in all manner of fields, including the great operations which are just concluded. But because the burgher has proved himself a good soldier against Zulus, Kaffirs, Matabeles, and Mashonas, it does not follow that he will prove to be an extraordinary expert when pitted against the Somali, with all the new conditions of bush country and desert warfare. It will be a great diplomatic feat, however, to have, within nine months of the conclusion of the South African War, a contingent of Volunteer Boers fighting for us several thousand miles from their own country. One could scarcely imagine Germany being able to employ a conquered people in this manner within so short a period.

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To have been really efficient in our dealing with the Somali trouble we should have borrowed a few battalions of Soudanese from the Egyptian Army. But such a procedure would have been against all precedent, and would have opened up all sorts of diplomatic and departmental trouble; therefore we go farther afield, and bring troops from India and South Africa, leaving the really suitable material untapped. But then we are a long way removed from behaving in a rational manner at the outset of military operations. We shall worry on with some suitable and some unsuitable troops until either the trouble fizzles out on account of its own impotence or weariness, or it becomes so serious that we are forced to do the right thing. We cannot, however, picture our powerful military neighbours, when they possess the real material at hand for a particular operation, allowing themselves to be trammelled by a lot of etiquette and usage which a man caring nothing for these things would brush aside with a stroke of his pen.

There is a rather curious announcement in the last *Gazette* issued in the week ending January 4. We find here the statement that "The dismissal from the Service by sentence of general court-martial of Major S. L. Cotton is cancelled. Major S. L. Cotton is placed on retired pay." It will be remembered that Major Cotton was in command of the detachment of the Liverpool Regiment which surrendered at Helvetia when attacked early in the year 1901. The surrender was at the time said to be a very bad one, and we lost by it a 4·7-in. gun; not that the latter circumstance of necessity should make the surrender a bad one. Now it is not my wish to be vindictive in any way, for I have always considered that Major Cotton was hardly used by the Court which dismissed him from the Service, since, whatever his faults as a soldier may have been, he was a wounded man when his post surrendered, and as such deserved the clemency of a Court which did not dismiss him for want of preparation against attack, but for wrongfully surrendering the post entrusted to his command. But what I do cavil at, and what humble soldiers as myself feel keenly, is that there is no finality about these affairs. We know that an officer who was found guilty of disgraceful conduct at a similar surrender in South Africa had the proceedings of the court-martial quashed because he was well connected at home—quashed on a quibble which legally cannot hold water. Here we have the finding of the men in the field, backed by the Commander-in-Chief in South Africa, reprieved after a two years' interval. Yet we can state cases of officers who have had no court-martial sentence passed upon them, who could bring the evidence of commanding officers and comrades to prove the injustice of the treatment meted out to them, removed from the Army at the nod of the Secretary of State for War. It is all wrong. If a court-martial properly constituted has found a man guilty, nothing but the finding of a second court-martial should be able to upset that sentence. And every man who is warned that he is about to be gazetted out of the Service on a charge of misdemeanour should be able to claim at least the protection of a trial by his peers if he so desires. As it is, no man who has not friends at court is safe unless he is a non-commissioned officer.

The above is not written in any spirit of personal reflection upon the case which has given birth to the comment. It may be possible that the finding of the Court has been reversed to enable the officer unfortunate enough to have been dismissed to arrive at a pension to support himself or family. A very laudable end, for no man would wish the finding of a court-martial which condemned a wounded man to practically bring him to starvation. In fact, I see no reason why a man having to leave the Service, except on the charge of felony, should lose such pension as he is entitled to at the period of his dismissal. Surely the dismissal is punishment enough. But what I do take exception to is the "one-man" power of which we are now seeing such constant evidence. The whole thing is inconsistent, and it is this inconsistency that appals. It is not as if the cases to which reference has been made were isolated ones. What we see now is that two cases which were at the time believed to be the very worst that had occurred—that is by the finding of the courts-martial—have been reprieved: in one the officer has since been promoted; while in other cases which we know to have been unjust, and which even Courts have found to be unjust, there has been no redress. In fact, the officers are told that no redress is possible.

A cry of warning has arisen in the Indian Press that there is an imminent danger of their Volunteer Army becoming purely Native. This is a more serious state of affairs, if it has not been exaggerated, than the ordinary person may imagine. Until recent years it was impossible for any man, unless he possessed a very considerable proportion of European blood in his veins, to find a Volunteer corps that would enlist him. Then certain allowances were made for the Parsees, who claim to be foreigners to India, and the precedent of Mutiny meaning was broken through. Since this many corps, so the *Pioneer* says, which are not Light Horse or railway battalions, have become purely Native. The Europeans refuse to serve with natives, with the deplorable result that the whole nature of these units has changed. As a matter of fact the Indian Volunteer question is almost as unsatisfactory as is our own at the present moment, and when Lord Curzon has done with the Durbar business it would not be amiss if he turned his attention to the Indian Volunteers.

In order that it may be realised what the Indian Volunteer means to India I will tell a story that comes to me from the Indian Frontier this mail. It comes through an officer who is in the Punjab Commission, and consequently at first hand and trustworthy. And it just shows the character of the earthquake upon which Anglo-Indians in India live. Recently Haffkins' plague-serum has gone wrong, with the result that all patients inoculated with it against plague have died of tetanus. It was impossible to keep this from the bazaars, and the result has been that the report has spread that owing to the recent illness of the King, as a propitiation 100,000 natives have to be sacrificed. The doctors therefore have had orders to inoculate with poison. There you are; you have the makings of the old "greased cartridge" scare in ten lines. There is a perfect scare, owing to this rumour, in the new Province, so much so that the schools in many places have had to close for want of pupils. With a fanatical 300,000,000 one never knows how deep such a scare may take root, and if it should take root in the Native Army, why, there will be hard fighting for every European in India, whether he has knowledge of arms or not. Is it therefore a wise policy to pay no attention to the instruction in arms of these Europeans, and to allow low-class natives, who would not be received into the ranks of the Native Army, to take their places in the corps which will have to garrison the towns and guard the communications should the Regulars have to take the field?

ANSWERS TO CORRESPONDENTS.

"AMBITIOUS."—The minimum private income required by an officer in a Line battalion is about £100 a year; possibly, in one or, two battalions, if stationed in India, he might do with less, but he would have to practise much self-denial. You should consult the officer commanding your company and tell him your wish. If he considers you a suitable candidate he will bring your case before the commanding officer and get him to recommend you. This, however, cannot be done until you are a corporal and have two years' service. If the commanding officer recommends you, the general officer commanding the Infantry Brigade will also have to see you and form his opinion as to whether you are a desirable person for the honour of a commission. You will find the qualifications which a non-commissioned officer must possess in order to get a commission laid down in a note to Art. 1, A.R.W. for Pay 1900. An allowance of £100 is granted to non-commissioned officers promoted to commissions in the infantry towards the expense of their outfit. This should about cover your expenses if careful.

* * * *

"ORANGEMAN."—You will find a long illustrated history of the Inniskilling Dragoons in the NAVY AND ARMY ILLUSTRATED of May 21, 1897. Like the other regiment bearing the name "Inniskilling," the Royal Inniskilling Fusiliers, it was raised for the defence of Enniskillen in 1689. The Governor of the town at the time was Colonel Gustavus Hamilton, and to him is largely due the original raising and first organising of six regiments—one of horse, which was disbanded in 1697; two of dragoons, one of them now the 5th (Royal Irish) Lancers, and the other the 6th Inniskilling Dragoons; and three infantry regiments, now incorporated as the Royal Inniskilling Fusiliers, formerly the 27th Foot. All these regiments were at first "irregulars," and were not taken into the Army until 1690. The regiment was led at Waterloo by Lieutenant-Colonel J. Muter (afterwards known as Sir Joseph Straton) to whom fell the command of the famous Union Brigade when General Ponsonby, its chief, was killed. There fought with the Inniskillings on that memorable June 18 two regiments of equal renown, the "Royals" (the 1st Royal Dragoons) and the Royal Scots Greys (2nd Dragoons). The brigade, being composed of a regiment of Dragoons from England, Scotland, and Ireland, received the name of the Union Brigade.

* * * *

"QUIP."—The epigram you refer to appeared in the *Gentleman's Magazine*, and was occasioned by the fact that the freedom of the City of London was given to Keppel in a box of oak, and to Rodney in a gold one. It runs as follows:

"Your wisdom, London's council, far
Our highest praise exceeds;
In giving each illustrious tar
The very thing he needs.

"For Rodney, brave, but low in cash,
You *golden gifts* bespoke;
To Keppel, rich, but not so rash,
You gave a heart of oak."

THE EDITOR.

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ROYAL ARMY MEDICAL CORPS (VOLUNTEERS).

THE history of what was until quite recently known as the "Volunteer Medical Staff Corps" offers still further testimony of the gigantic difficulties which have to be overcome by a new and progressive organisation aiming at permanent establishment as a national institution. There are many such instances, but few movements have been characterised by such a small beginning and such persistent progress as this.

The corps, as it exists to-day, is the development of an idea which was first put to a practical test by Mr. Cantlie, when assistant surveyor at Charing Cross Hospital. In his civil capacity, Mr. Cantlie had for some time been training the students at the hospital in the subject of medical work in the field, and in 1883 he came to the conclusion that in his humble scheme lay the nucleus of a very important movement. He accordingly called together a committee of gentlemen interested in the subject, and the ultimate result was the Volunteer Medical Staff Corps. Meanwhile the Charing Cross students had been joined by a company from University College Hospital, under the command of Captain Squire. During the next two years the numbers gradually increased, and the work went on with the permission and approval of the authorities; but it was not until 1885 that the corps was recognised officially, and formal enrolment commenced. During this probationary period, Mr. Cantlie had held the position of commandant, and Dr. Squire, who, having formerly been a combatant officer, knew his drill, acted as adjutant. On enrolment, Mr. Cantlie was appointed surgeon-commandant, and continued to act in this capacity until, eighteen months later, he went out to Hong Kong, and was succeeded in the command by Surgeon-Major Norton.

Lieut.-Colonel J. F. Squire, M.D., was appointed to command in February, 1898. He has been closely identified, not only with the history of the corps from its inception, but with the general organisation of the Volunteer Medical Service. He originally held a commission in the 4th Middlesex (West London) Rifles for nine years, during three of which he commanded a company.

During the Soudan campaign of 1885 for the relief of General Gordon the Volunteer Medical Staff Corps, then in the chrysalis state which preceded its official recognition, offered to supply a bearer company for active service, but this patriotic offer was not accepted. Colonel Squire, however, went out, and served through the campaign as Senior Medical Officer of the Red Cross Society at Suakin. For his services he received the Egypt (1885) medal with the Suakin clasp, together with the Khedivial Star. He also wears the Jubilee medal, the medal for Police Ambulance Service, the Volunteer Officers' Decoration, and the decoration of an Honorary Associate of the Order of St. John of Jerusalem.

In the Egyptian campaign of 1897 another offer of a bearer company was made, but was again refused. Still persevering, Colonel Squire, prior to the outbreak of hostilities in South Africa, caused a notice to be circulated among his men, asking for volunteers for active service in case of war. As a result, sixty names were sent in to the War Office, but a reply was received to the effect that it was not proposed to use volunteers in the capacity indicated. Since that reply was sent no less than ninety officers and men (or about 28 per cent. of the total strength) have seen active service, several of these being still in the field when, happily, the war was brought to a conclusion. The men served principally in the Royal Army Medical Corps, the Imperial Yeomanry, and the Rhodesian Field Force. Three men fell—one was killed in action, and the others succumbed to disease.

A CONSULTATION.

The senior officers criticising the day's work.

The corps is very proud of the fact that two of its old members have been decorated with the Victoria Cross; and it is but fair to say that the authorities, however slow they may have been in recognising theoretical usefulness, have been prompt in rewarding actual services, for in February last it was announced in Army Orders that, in recognition of the valuable services of the Volunteer Medical Staff Corps, His Majesty had approved that the title of the regiment should be changed to "Royal Army Medical Corps" (Volunteers). At the same time, the term "surgeon" was dropped from the titles of officers of all ranks, and their prefixes are now identical with those of combatant officers of similar ranks. The five London companies of the Volunteer Medical Corps, which alone come within the range of this article, constitute a complete battalion; but there are other companies dotted about the Kingdom, and these do equally good work, and have contributed large numbers for active service. With regard to this latter point, it may be noted that when the craving for active service was at its height—and it seems to have reached a particularly high altitude among medical men — Colonel Squire resolutely refused to enrol in his command men who merely wished by that means to reach South Africa, and, on the cessation of hostilities, to revert entirely to civil life. In the later stages of the campaign, however, this was permitted, and was carried out in some other units of the corps. The result is that the

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"IN ARDUIS FIDELIS."

London Volunteer officers of the R.A.M.C.

Reading from left to right the names are—Standing: Capt. W. F. Miles, Capt. C. T. D. Urquhart, M.B., Capt. E. B. Waggett, M.B., Capt. J. W. Bennett, Major V. Matthews, Lieut. H. E. L. Purcell, Capt. W. Salisbury Sharpe, Capt J. Harper, M.D., and Capt. C. H. Gage-Brown, M.D. Sitting: Lieut.-Col. J. F. Squire, M.D., V.D., and Major and Adjt. L. Way, R.A.M.C.

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A DRESSING STATION.

With waggon containing casualties from the front.

FIRST AID.

A well-known feature on a London holiday.

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HORS DE COMBAT.

Loading an ambulance for despatch to the Field Hospital.

statistics are somewhat baffling, and scarcely reliable for purposes of comparison. Of the five London companies three are recruited entirely from the medical profession, and two are open to civilians. All members, however, whether medical or otherwise, are put through exactly the same course of training, and although there may be more skill exhibited among the professional men, there is this advantage about the civilians — they never become qualified practitioners in civil life, and consequently continue available for a much longer period as bearers and dressers. All recruits are trained by the permanent staff, and have to learn stretcher drill, first aid and bandaging, field organisation, and generally, all subjects in the Royal Army Medical Corps Manual. They also have to become proficient in company and battalion drill, duties of orderlies, etc., before they can be passed into the ranks by the adjutant. From the medical companies a considerable number of men obtain commissions in the regular forces (both Naval and Military) and in the Indian Service.

Each company is composed of 100 men, with three officers (who must be medical men) and a quartermaster, who may be a civilian.

The transport, which is, of course, an all-important feature of a medical corps, is under the command of Captain F. J. L. Warwick, M.B. This section is 160 strong, and is formed chiefly of veterinary students. Although there is provision for 260 horses and full transport in case of mobilisation, a considerably reduced number of waggons is available for training purposes. The regiment goes to Aldershot every summer and is attached to the Royal Army Medical Corps Depôt. This is the most valuable part of the training, as a full supply of appliances is available, but the regiment has many instruction parades in the neighbourhood of London. Our illustrations of the men at work were taken on Barnes Common, and despite a drenching downpour of rain, a crowd of small boys, who had been attracted by the band, were quite willing to act as patients. They were duly labelled to show exactly what was the matter with them, and despatched to various parts of the battle-field. They showed the utmost fortitude while being "collected" and "dressed," and were particularly cheerful when being removed to the ambulances on stretchers.

The officer second in command is Major V. Matthews. Together with another officer of the Corps, Captain J. Harper, he is joint author of "A Handbook for Volunteer Medical Officers," which is the text-book adopted by the Volunteer Medical Association for their officers' class.

The adjutant, Major L. Way, has been with the regiment since 1898. He has successfully brought the men to a high standard of excellence, and has been granted an extension of the period of his adjutancy, a concession which is unique in the Army Medical service. Major Way served through the Manipur Expedition of 1891, and the Kachin (N.E. Frontier) Expedition of 1891-92.

Asked as to the probable effects of the altered conditions of Volunteering, Colonel Squire said that he very much feared the intimate connection which had always existed between this regiment and the London medical schools was in imminent danger, owing to the impossibility of carrying on drills at the various hospitals in such a way as to comply with the new regulations. He pointed out that in this particular branch of the Service, it is individual and not combined action which is of supreme importance, and that small groups for purposes of training are not only more practicable, but distinctly preferable.

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THE BAROTSELAND NATIVE POLICE.

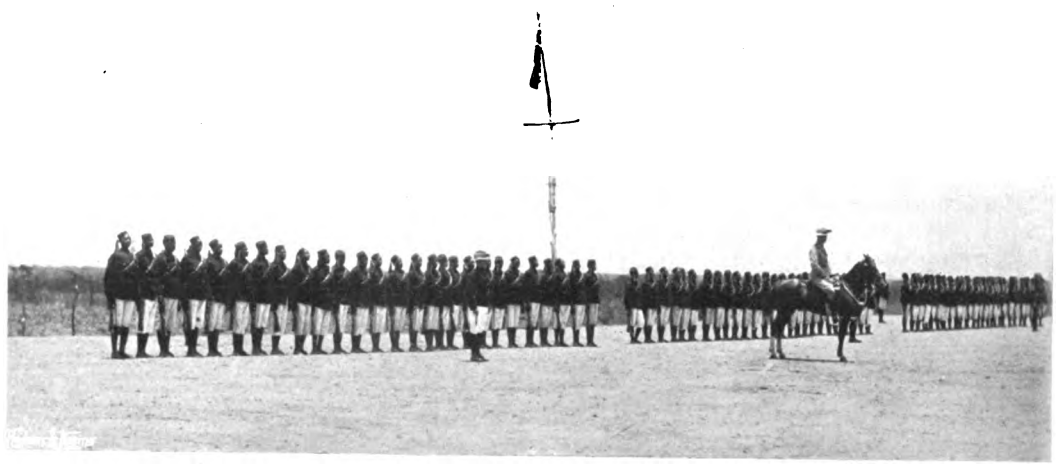
By JAMES BAKER, F.R.G.S.

AMIDST the crowd of notable personages who were drawn from all parts of the world to England in the memorable year of 1902, few seemed to excite more interest and curiosity than the King of Barotseland, Lewanika. For where was Barotseland? Few had even heard of it; and the presence with the King of some smart native police increased curiosity. But Colonel Harding, C.M.G., who was largely responsible for King Lewanika's presence here, is the man who organised the Rhodesian Native Police; and in his hazardous journeys through the untrodden districts of Barotseland, trekking up the Zambesi to its source, he had a keen eye to the future control of this vast territory, and with the approval of the High Commissioner of the Chartered Company originated this force of native police in 1901, not only for policing North-West Rhodesia, but also to stop the cruel slave-raiding that is winked at—if not assisted—by the Portuguese in their districts. The force is officered by white commissioned officers and white drill-instructors from Line regiments; the non-commissioned officers are natives, and Colonel Harding has enrolled some of the chiefs of Barotseland as sergeants of the force. The men are generally well-set-up, with an average height of 5-ft. 9-in., and are of the Barotse, Batako, and Swarheli tribes. They live on the food of the country, thus avoiding transport expenses, and their pay is about 12s. a month. They are armed with Martinis and bayonets.

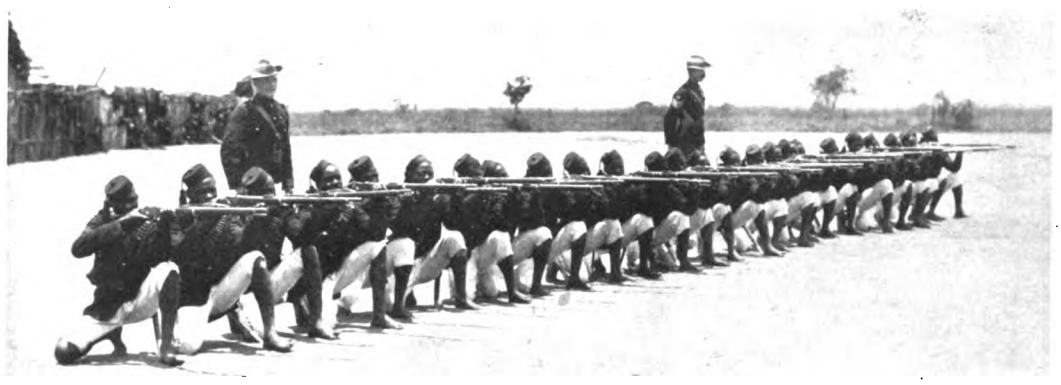
The Barotse country is to be entirely covered by these police. During Colonel Harding's absence in England Major John Carden, who is in the centre of the group before the big tree, was acting commandant. The others around him are Regimental-Sergeant-Major Towelson and three drill-instructors. The picture was taken under a great fig tree at Kalomo, which is about 100 miles north of the Victoria Falls. The dwelling huts of the force are seen in the background. Another illustration gives a line of police on parade, the Union Jack floating over them, Major Carden on horseback, and Sergeant-Major Towelson near.

The remaining picture gives a detachment at firing exercise, with Regimental-Sergeant-Major Towelson and Sergeant-Major Dalwood. The fence of the parade ground is seen on the left, but the whole background is shut in by the tall grass, giving a good idea of what the uncleared country is like.

The force has made several successful patrols against slave raiders, notably one to the source of the Kambompo River, close to the Congo frontier, and another to the south-west of Lealui. Colonel Harding has personally made much wider and more arduous patrols, covering some 10,000 to 12,000 miles of rough territory; and in his position first as Chief Inspector, and now as Commandant of the whole of the Rhodesian Native Police, he has studied vast Rhodesia widely, recruiting even up to Lake Tanganyika.



'NEATH THE UNION JACK.
The Police on parade, with Major Carden in front.



"READY! PRESENT!"
Under Sergeant-Majors Towelson and Dalwood's tuition.

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MAJOR JOHN CARDEN AND HIS HELPERS AT KALOMO.
The dwelling huts of the force will be noticed in the background.

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MARTIAL MUSIC.

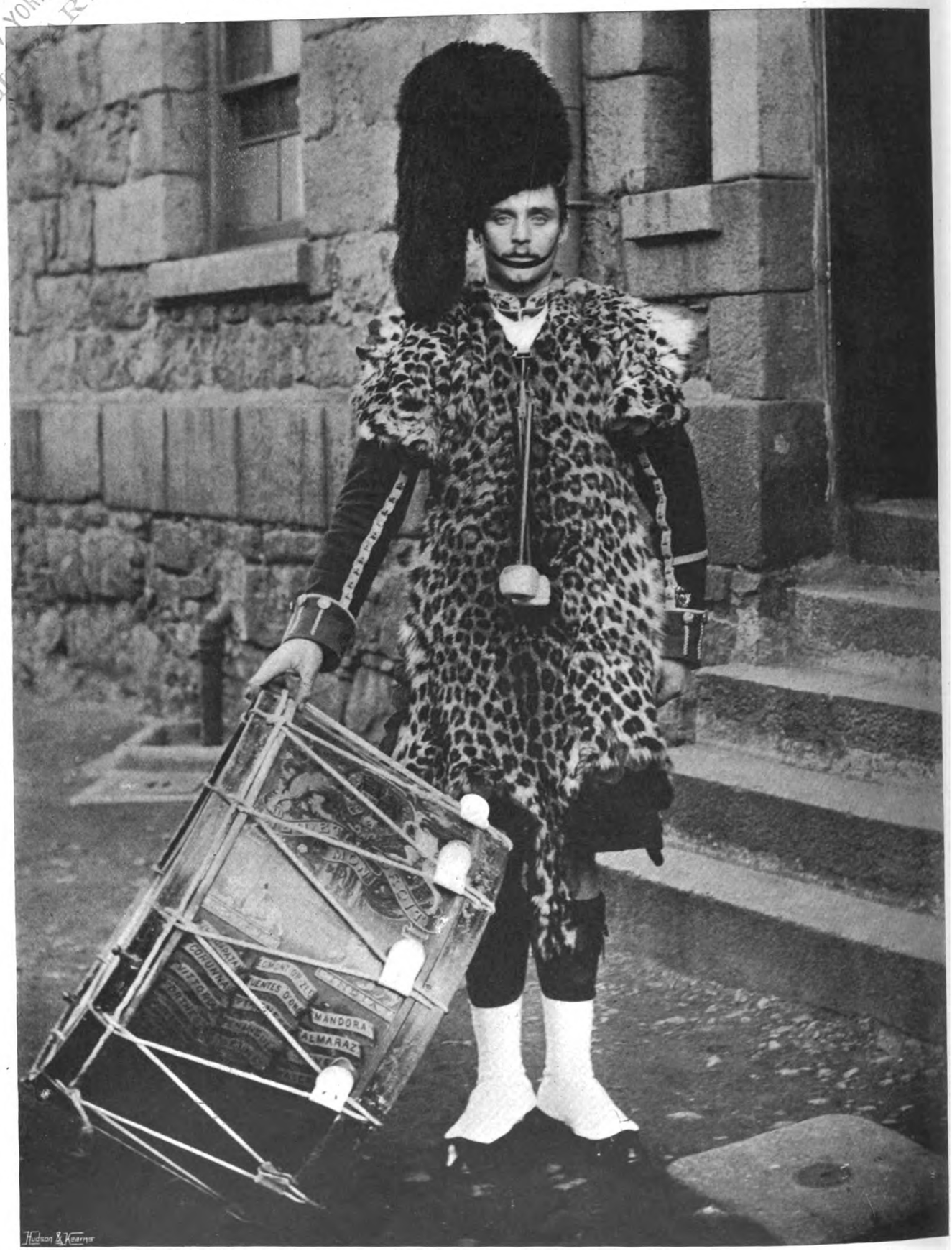

Photo. Copyright. *H. S. Lunsdon.*

THE DRUMMER OF THE GORDONS.

Drummer James Hoey of the Pipe Band, Depôt, Gordon Highlanders.

This "fine figure of a man" is a happy combination of the experienced fighting soldier with the military musician of a distinctly superior type. A masterly performer on an instrument which reminds one pretty constantly of Mr. George Sims's assertion that "the little British Army goes a (*drum*) long way," Hoey is also a man who has seen plenty of active service, having been wounded first at Colenso, and again, severely, at Pieter's Hill. He joined the Gordons from the 21st Royal Scots Fusiliers, and is now a highly-admired figure at Aberdeen church parades.

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THE DUKE OF CONNAUGHT'S OWN.

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TYPES OF THE 29TH BALUCH INFANTRY IN UNDRESS.

This distinguished regiment, which has the Duke of Connaught as its Honorary Colonel, is now stationed at Chaman. It is composed of four companies of North-West Frontier Pathans, two companies of Hill Baluchis, and two companies of Punjabi Mussulmans. Its uniform is dark green with scarlet facings and red trousers. The Duke of Connaught's Own Baluch Infantry has seen a quantity of notable war service, and carries on its colours "Persia," "Reshire," "Bushire," "Khooshab," "Kandahar, 1880," "Afghanistan, 1878-80," "Egypt," and "Tel-el-Kebir."

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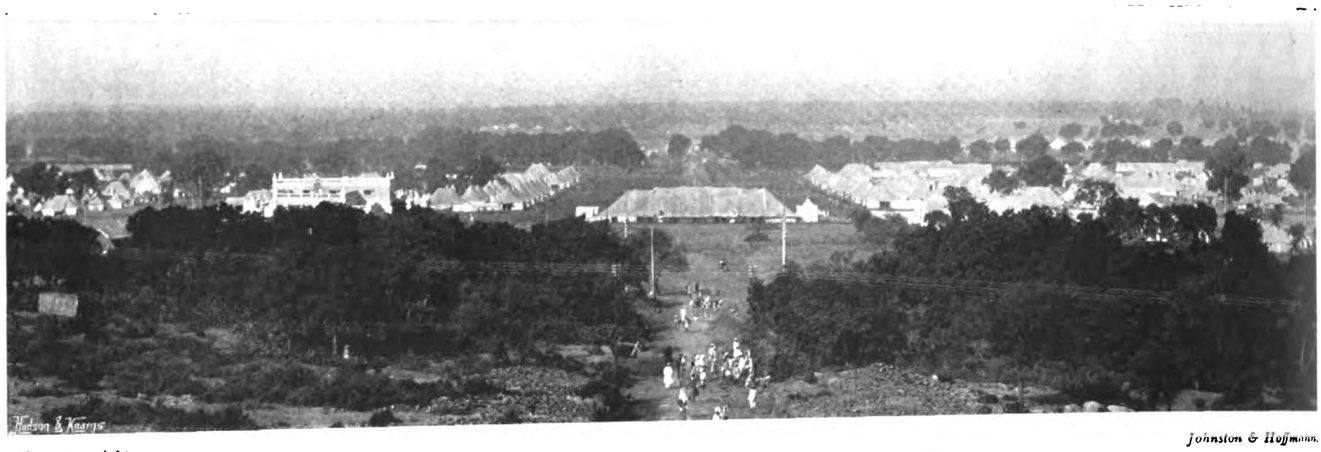
THE DELHI CORONATION DURBAR.



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LORD CURZON'S CANVAS PALACE.

View of the Viceroy's Camp from the Historic Ridge.

ALTHOUGH, in the nature of such things, some time must elapse before we can put before our readers any actual presentment of the Delhi Coronation Durbar itself, we are fortunate in being able to reproduce some very striking pictures of the great camp which arose in connection with this splendid assemblage, and of some picturesque surroundings. One of the latter, the Nizam of Hyderabad's Amazon band, may strike some readers as a curious parallel to a movement in this country, where bands of lady performers have occasionally attained considerable reputation, notably in connection with the exhibition at Earl's Court a couple of years ago. More imposing is the picture of the massed bands of the British and Native regiments present at the Durbar, and one can well imagine that, produced by such a goodly gathering of instrumentalists, the glorious strains of the National Anthem must have had a deeply impressive effect upon the attendant multitudes.

The portrait of a Native A.D.C. to the Viceroy is a reminder that the Viceroy's personal staff contains two of these picturesque figures, one being Hukam Singh, Sardar Bahadur, Risaldar-Major of the 16th Bengal Lancers, the other Debi-dayal Singh, Sardar Bahadur, Risaldar-Major of the Governor-General's Body-Guard. Very appropriate accompaniments are these fine soldiers to the Viceregal *entourage*, and it goes without saying that they take the greatest pride and satisfaction in their prominent and honourable position.

Of the pictures of the camp it is sufficient to say that no one with mere home experience can have any idea of the extraordinary completeness and spectacular attractiveness of a great standing camp in India. In that country the art of camping-out is practised as it is nowhere else in the world, and high officials think nothing of travelling hundreds of miles across country with a camp equipage weighing scores of tons, which is pitched day after day in precisely the same form, the chief official's tent at one end of a "street," and the tents of the staff in two long rows—just as we see them here in the picture of Lord Kitchener's camp. Of course in a standing camp still more elaborate arrangements are made, while in such an exceptional case as this every nerve has been strained and every sort of ingenious expedient adopted to produce the maximum of comfort and convenience consistent with that perfect orderliness without which a large camp presents a very unsightly and ramshackle appearance.

Some idea of the problem which had to be solved on this momentous occasion may be gathered from the fact that in the Viceroy's camp alone there were 1,400 tents, while several other camps were little towns in themselves. The Central India camp contained no fewer than 18,000 people, and there were only 3,000 less in that of the Rajput Princes. Where, one may ask, does all this canvas come from? The question, so far as the English officials are concerned, may be answered by the statement that for many years past it has been the practice to keep in store an immense mass of tentage for the purpose of such camps, and that it is the simplest matter in the world for either the Viceroy or Commander-in-Chief to go into either standing or flying camp, inasmuch as the nucleus of a camp staff is always kept up, and this can be expanded to any dimensions at short notice by the temporary enlistment of *khalassis*, a

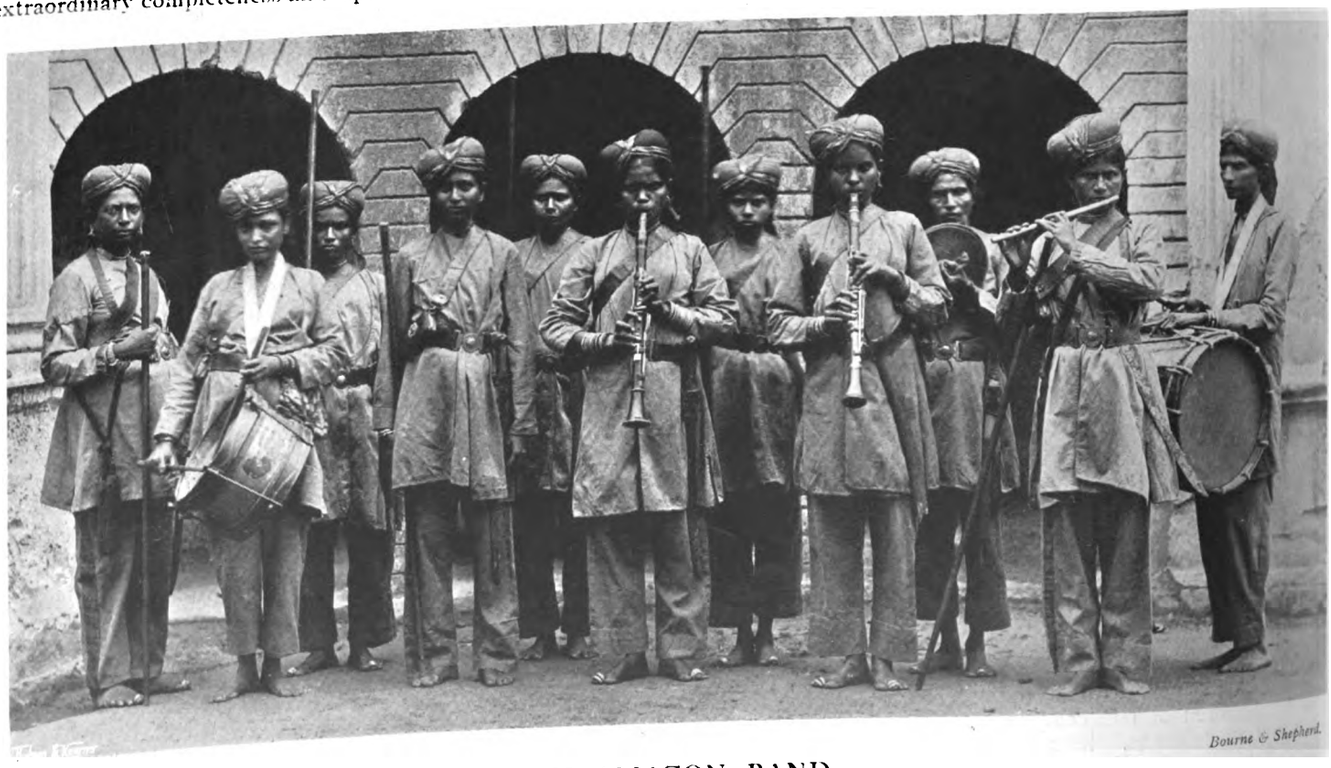

Photo. Copyright. Bourne & Shepherd.

AN AMAZON BAND.

Which discourses sweet music to the Nizam of Hyderabad.

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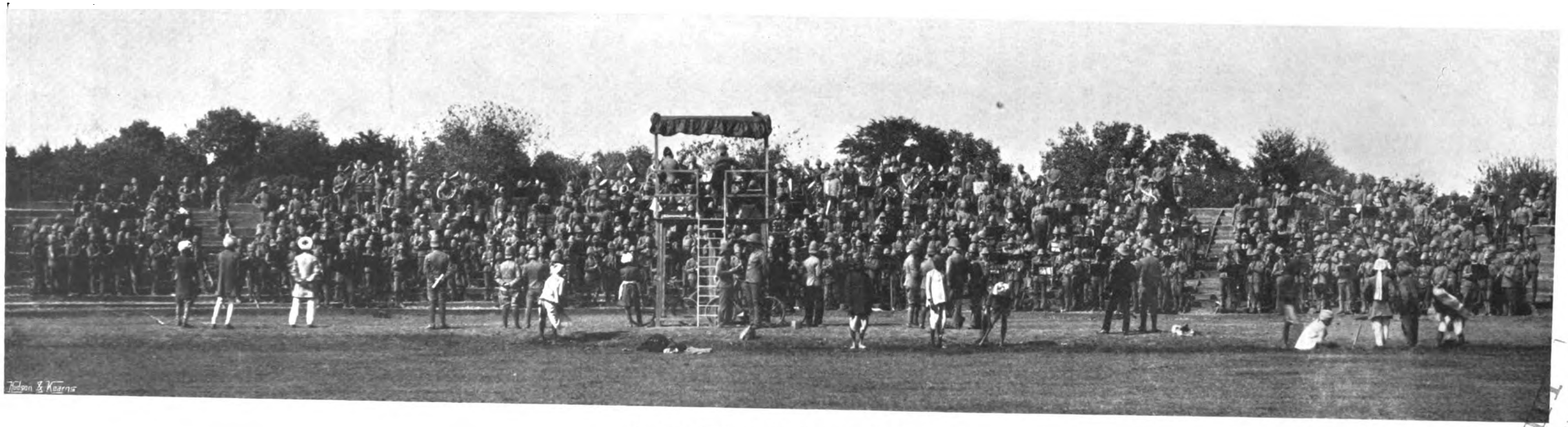
PREPARATIONS FOR THE CORONATION DURBAR AT DELHI.



A GIANT COMBINATION.
Massed bands practising for the Coronation Durbar.

Photos. Copyright, Johnston and Hoffmann,

LORD KITCHENER'S HEADQUARTERS.
View of the Commander-in-Chief's Camp at Delhi.

31, Devonshire Street, Portland Place, W.

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Photo. Copyright. Bourne & Shepherd.

A FAMILIAR MILITARY ADJUNCT.

A Mountain Battery about to fire.

class of north-country native which makes a speciality of everything connected with camps and camp equipage.

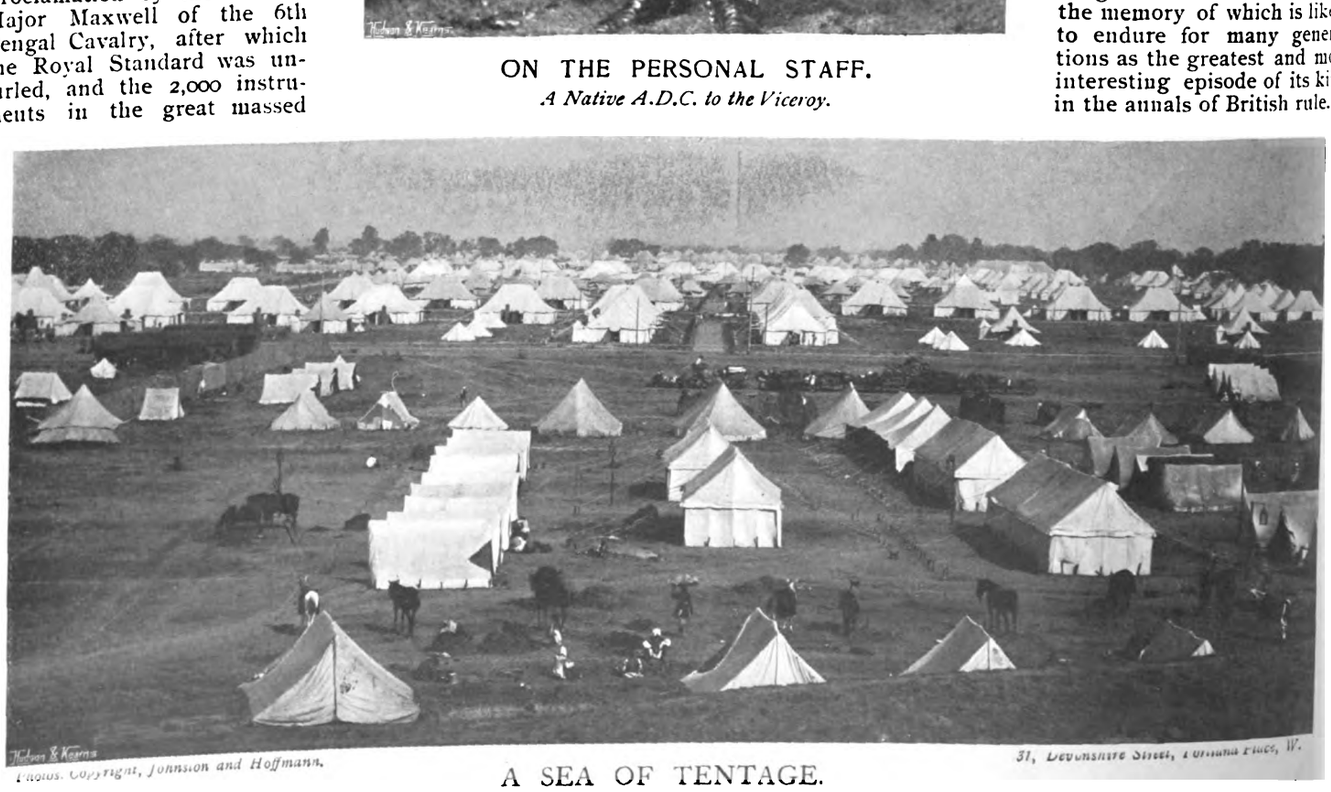
To the magnificent ceremony of last week it is only possible here to make a very brief allusion. In view of the extraordinary completeness with which this dazzling event has been described in the daily papers, it is, perhaps, sufficient to give a bare outline of the proceedings, which commenced half-an-hour after noon on New Year's Day. It goes without saying that, in addition to the 15,000 spectators grouped on the seats in the horse-shoe-shaped Durbar amphitheatre, a tremendous crowd had assembled in joyful anticipation of the gorgeous ceremony about to be performed. British and native troops to the number of 40,000 were also present, the guard of honour under the Royal flagstaff being furnished by the 2nd Battalion Gordon Highlanders. There were also included in the attendance some 600 veterans of the Mutiny.

The proceedings were opened by the reading of the Proclamation by the Herald, Major Maxwell of the 6th Bengal Cavalry, after which the Royal Standard was unfurled, and the 2,000 instruments in the great massed orchestra rolled out "God Save the King!" The imperial salute of 101 guns followed, and a *feu de joie*. The Viceroy then addressed the Chiefs and others present in a noble speech, in the course of which he delivered a gracious message from the King-Emperor, who has held out hopes that the Prince and Princess of Wales will visit India. Lord Curzon further announced His Majesty's pleasure that in future the designation "Indian Staff Corps" should give way to the more homogeneous "Indian Army." The Viceregal speech concluded, three cheers were given for the King-Emperor, the spectators rising from their seats, and the troops "letting them go" in that well-ordered enthusiasm which always marks their acceptance of this signal.

The ceremony concluded with a rendering of homage by the Native Chiefs, in itself a stately and deeply impressive function. The presence of the Duke of Connaught in Field-Marshal's uniform as the personal representative of the King-Emperor lent added weight to the historic event, the memory of which is likely to endure for many generations as the greatest and most interesting episode of its kind in the annals of British rule.

ON THE PERSONAL STAFF.

A Native A.D.C. to the Viceroy.



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A SEA OF TENTAGE.

General view of the Coronation Durbar Camp.

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TRANSPORT BULLOCKS WITH GUNS.

OUR INDIAN EMPIRE.

A Running Record of Military Life and Incident in the "Shiny East."

By CAPTAIN OWEN WHEELER.

THE announcement of the King's pleasure that in future the officers of the Indian Staff Corps shall drop that designation, and be accounted to belong to the "Indian Army," was by no means the least happy accompaniment of the Coronation Durbar. The term "Staff Corps" has, for a long time past, been growing obsolete, and it is a question whether it ever was an accurate, or even fairly expressive, one. The idea of the original Staff Corps, as formulated by its virtual founder, Sir Henry Norman, was that it should be a veritable *corps d'élite*, composed of officers who would have the advantage of the ordinary regimental officer, both as regards the nature of their duties and their capacity for performing them. Accordingly, the Staff Corps officer was given, as it were, a staff appointment in his regiment as commandant, second-in-command, squadron or wing commander, adjutant, quartermaster, squadron or wing officer, as the case might be, and even in the infantry he was mounted, with a view to his better performance of his "staff" duties. But, admirably officered as the Staff Corps, on the whole, has always been, the idea of a *corps d'élite* was bound in time to evaporate, for the simple reason that the Native Army could not offer sufficient inducements to enable it to pick and choose among candidates for Staff Corps commissions, and, when it had secured a good officer, could not always give him enough work to keep him at the highest level of zeal and efficiency. It is not too much to say that twenty years ago there were scores of officers in the Staff Corps who would have found it difficult to exist in a good British regiment, and many of whom had, in fact, left their British regiments because the latter were becoming distinctly tired of them.

In the levelling up of the Native Army which has been going on steadily for the past two decades, better excuse could have been found for the *corps d'élite* theory, but still there would have been a hollow ring about it, and, in any case, there was a decreasing need to differentiate the Indian military system from other systems in regard to the British officers employed with native regiments. Seven years ago, in the important reorganisation scheme carried out by Sir George White, under the supervision of Lord Lansdowne, a forward step was taken by abolishing the old Presidency divisions of the Staff Corps, and by making all British officers of the Native Army belong, not to the B.S.C., the M.S.C., or the Bo.S.C., but to the I.S.C. And now the latter generalisation has been swept away, and I.A. will, presumably, be the "only wear." There is not a great deal of significance in the change, but it is, I venture to think, a sound one, and it is not likely that it would have been promulgated at such an imposing ceremony unless steps had been taken to ascertain that it would be genuinely pleasing to the officers concerned.

The appearance of the Duke of Connaught at the Durbar evidently gave the keenest satisfaction to the Indian Army, and it would be difficult to imagine a happier utterance than his speech at the State banquet which followed the Proclamation. The soldierly frankness and *bonhomie* which never desert the Duke were displayed to the fullest extent in his reminiscences of his Indian career, and his regret that he was no longer actively connected with a country in which his interest was of no common sort. Well, well—stranger things have happened than that His Royal Highness should one day return to India in command of her Army, and such a consummation would perhaps have "more than meets the eye" to recommend it.

Lord Kitchener may justly be said to have excited far greater interest in India than any newly-arrived Commander-in-Chief, and it will probably be some months before the Indian community has become fully accustomed to his personality. In one little detail I venture to suggest that he is not altogether well-advised, and that is in indulging too freely his personal tastes in the matter of simplicity and absence of display. It was very like him, of course, to arrive at Delhi quite casually and drive to his tent in an ordinary carriage—very possibly a hired conveyance—but in India there is a prejudice against such evidences of a retiring disposition, and there are solid reasons why this should be respected. To the native the Commander-in-Chief is Jung-I-Lat, the Lord of Battles, and for him to have entered his camp at Delhi otherwise than with an escort of cavalry, and to the music of a full salute, was not in accord with local ideas of the eternal fitness of things. Perhaps Lord Kitchener is now beginning to realise these peculiarities of his new position, and it may even be that he has acquired some practical hints in that direction. At any rate, it is said that, when a few days back he rode over from his camp to inspect the massed bands, wearing mufti and a plain cloth cap, he stopped a non-commissioned officer to ask his way, and received some very curt directions from the soldier, who took him for a "mere civilian." The non-commissioned officer probably underwent all the punishment he deserved when he discovered his error, but it is not desirable that such mistakes should arise, and by this time doubtless the Commander-in-Chief will have found the habitual attendance of an A.D.C. a simple and effective precaution against their occurrence.

Lord Kitchener's tour along the North-West Frontier should be a deeply interesting and significant one. Interesting by reason both of past memories and of the presentment of new ideas to a mind in which they are likely to fructify, and significant by reason of contingencies which in the near future, now that the Durbar has come and gone, may assume serious shape. What a succession of great men have passed along that Frontier, seeking to learn in times of peace lessons which can only be driven home by the hammer-headed logic of war. Years ago, as a young traveller and newspaper correspondent, the present Viceroy travelled from one end of it to the other, and there is little doubt that much of his success in his present post has been due to those early observations. But it is only an experienced soldier who can properly gather from a hurried ride along that historic border the tremendous significance it possesses for the whole British Empire, more especially nowadays, when we all take India seriously. Roberts, Lockhart, Donald Stewart, to each and all of these three of his predecessors the Frontier was an open book, and it is not to be expected that Lord Kitchener will read it with the same ease that they did. But he brings to his first tour in their footsteps an experience in some respects allied to theirs, for he, too, has had a frontier to

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defend, with the added result that in due course, after years of weary waiting, he crossed that frontier, and smote the enemy hip and thigh, just as Roberts, Lockhart, and Stewart did at various stages of their careers.

Of the welcome which Lord Kitchener will receive along the border it is not too much to say that it will be as sincere and as genuinely complimentary as any he has ever received in his life. From the Punjab Frontier Force, in particular, he will get a reception of which a Wellington or a Marlborough might be proud, for there are no better judges of leadership and fighting quality in the world than this compact organisation, which is, practically speaking, always on active service. The border tribesmen, too, will not be behindhand in greeting the great General whose fame, we may be sure, is by no means unknown, even in the most remote corners of that rough country. All through the Mahomedan world the doings of the Mahdi and the Khalifa were discussed with eagerness, and there will be many a dweller along the marshes, none too friendly to British rule, who will be curious to see what manner of man it was who crushed that tyranny to powder, and to render him their respectful, if not particularly affectionate, salaams.

Probably "My Lord the Elephant" was better represented at the Durbar than he has ever been yet at any gathering, even in such a country *par excellence* of elephantine assemblages as India. I should rather like to see some statistics in this connection, and hope that some may be included in the official history of the Durbar now being compiled by Mr. Stephen Wheeler, who, I have reason to believe, is my elder brother. It is satisfactory that, so far, no reports have arrived —at least, I have seen none—of accidents arising from the presence of vicious, "must," or frightened elephants, such as might well have occurred among so many hundreds, drawn from native stables, where they have not been too carefully fed or trained. Doubtless some discrimination was exercised, and native noblemen were possibly warned not to bring any but fairly manageable animals with them. In the case of "must" elephants there is always a premonition in the shape of matter which exudes from a little hole at the side of the head, on the appearance of which it is generally considered wise to take strong precautionary measures. But the best safeguard is a good mahout. Mahouts are a queer class, but they are often men of very great courage. I remember a case in which an elephant ran amok with the mahout on his back, and the latter stuck to him in splendid fashion, at the near risk of losing his life. When asked why he did not slip off, he replied proudly: "Sahib, it is not etiquette" (I forget the Hindustani, but that was the precise meaning) "for a mahout to leave his elephant when it is behaving badly!"

THE MEMORIAL TO THE HIGHLAND BRIGADE.

ALTHOUGH just over three years has elapsed since the decimation of the flower of the Highland regiments at Magersfontein, and the death of their beloved commander, General Wauchope, the facts must still remain very vividly in the minds of our numerous readers, who will at once recognise the feelings of those who have worked and contributed towards the erection of a monument in memory of the gallant men who were so unfortunately entrapped. The memorial, as will be seen from the accompanying illustrations on this page, takes the form of a large cross and is formed of solid granite. It is situated on the summit of a very rocky kopje at Magersfontein, a most impressive and fitting tribute to the Highland Brigade, and will doubtless form a landmark for future generations visiting this district, who may look upon it with pride not unmingled with sorrow for the "bonnie laddies" who fell on that fatal December morn.

A FITTING TRIBUTE.
A view from the back.

The memorial was unveiled by Lord Milner on December 11 last, the third anniversary of the battle, the ceremony being attended by large numbers of people from the surrounding district.

The Highland regiments who were engaged, and to whom this memorial is dedicated, were the Black Watch, the Seaforth Highlanders, the Argyll and Sutherland Highlanders, and the Highland Light Infantry. The Gordons, who arrived somewhat late, did not accompany the Brigade on its fatal march, but remained behind as guard to the convoy. How the Highland Brigade marched out of camp just after midnight on December 10 has often been retold, as also how when all seemed fairest a perfect hail of shot poured into their ranks and mowed them down by hundreds. Then at the moment when all appeared to be lost, the slogan of the Gordons was heard as they came up from the rear, determined, if possible, to avenge their fallen fellow-countrymen, and they advanced sturdily and steadily over the plain. But in spite of the heroic bravery displayed by all ranks, the Highland Brigade, which had marched out so confident and full of hope but a few hours previously, was forced to retire shattered and torn asunder.

THE UNVEILING CEREMONY.
Awaiting the arrival of Lord Milner.

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THE NAVIES & ARMIES OF THE WORLD.

By DAVID HANNAY.

IN the first quarter of the last century Venezuela was the scene of a very curious enterprise of ours. Its avowed object was to aid a people rightly struggling to be free. That, at least, is how the case was stated. The plain English about the facts is that a number of capitalists, who represented at a later period and in altered circumstances the adventurers of Elizabeth's time, clubbed together to help the insurgents against Spanish rule in South America. Their real purpose was not to advance freedom's cause, but to hasten the day when the whole continent would be open to British trade without obstacle. By their efforts troops were raised, equipped, and organised in this country. If we had been at war with Spain the thing could hardly have been more publicly done. Our Foreign Enlistment Acts wanted improvement very badly, and were indeed amended in consequence of these very transactions in 1819. In the meantime, however, a little army had been raised to assist Simon Bolivar, the Spanish American Washington. He was a *very* Spanish American Washington, but even so a superior type of man to the coloured or half-bred heroes who came to the front in the later stages of the war. Compared to Paez, for instance, who was a mere savage of Indian blood, he was enlightened and humane. The war was conducted on both sides with extreme ferocity.

* * * *

This consideration had no weight worth speaking of with the organisers of the liberating army. Even during the Peninsular War our merchants had advanced large sums of money to the insurgents. When it was over, the Spaniards had sent out strong forces to reconquer Venezuela, which was almost wholly in the hands of the rebels. The command was given to Pablo Murillo, the officer who began the battle of Vitoria by storming the heights of Subijana de Arriba. He had achieved considerable success, and Bolivar had to fly the country. Paez started and carried on a brutal guerrillero warfare at the head of bands of natives from the interior. It looked as if our investments would be lost, and so more money was risked to recover what had been sunk already. Committees were formed at London, Dublin, Glasgow, Liverpool, and other towns to raise recruits for service in South America, and a little army was sent out at different times between 1817 and 1820. Its paper strength was 10,000 men, but it never put anything like that number into the field. The army was divided into three legions, commanded by Colonel Hippesley, Colonel English, and Colonel Devereux.

* * * *

Where did these officers and their men come from? Well, in a great many cases, if not in most, they were Wellington's veterans from the Peninsula. The great unemployed question presented itself in those days in a peculiarly acute form. Though we were a very industrial people, there was less opening than there is to-day, and, moreover, the years following the restoration of peace in 1815 were times of acute distress. And then the soldier of those days was peculiarly unfitted to gain his livelihood by quiet work. Long service, years of garrison, and campaigning had disqualified him for any life except a military one. When a large army was no longer needed men were disbanded by tens of thousands, and were, of course, thrown on their own resources. The usual consequences followed. It may be laid down as a safe rule that the first years of peace were then always followed, not in England only, but everywhere, by a great recrudescence of robbery and crimes of violence. The explanation is habitually simply this, that the country was full of disbanded soldiers. The poor fellows were often threatened by starvation, and then the military habits of the age favoured lawlessness of mind. Plunder was much less severely dealt with than it is in modern armies. Napoleon encouraged his soldiers to live on the country, and though Wellington did his best to keep down plundering, by absolutely savage punishments, we know that he had only a qualified success. The outrages which followed the storms of Badajoz, Ciudad Rodrigo, and San Sebastian are notorious. After the battle of Vitoria the Duke was stopped for days because thousands of his men spread themselves over the surrounding country in search of loot. Not a few of them were shot by the Navarrese peasants, who were all armed, had commonly had a spell of guerrillero fighting, and are not naturally a patient race. It is easy to understand that when war was over men settled into habits of this kind found it hard to take their share of the peace. They much preferred to go where mercenary soldiers were in request. The best market was then South America. When a committee offered them pay and rations to begin with, and a prospect of plunder later on, they seized the welcome chance. There was a prevailing belief that gold was to be had in Spanish America for the picking up. The bait was eagerly taken, and not only by Englishmen. When San Martin made his astonishing march across the Andes from Buenos Ayres to Chile, he was accompanied by soldiers of fortune who had fought against one another on half the battlefields of Europe.

* * * *

The history of that part of these champions of freedom which went to Venezuela is in the main a wretched one. Fever, starvation, and, I fear we must add, their own vices, brought the vast majority to a miserable end. But before they melted away they did one piece of real service. They gave the final blow to the Spanish power. It is true that only a *coup de grace* was wanted. The army brought over by Pablo Murillo had withered to a comparative handful. Murillo himself had come back, and his successor, La Torre, was a less reliable officer. As a matter of fact, about 4,000 Spaniards were holding on to the coast at Carobobo, to the west of La Guaira, in a very strong position. The interior was entirely in the hands of the rebels. Bolivar faced La Torre with a force three times greater than the Spanish Royal Army, composed partly of British mercenaries, partly of the guerrillero horsemen of Paez. For twenty days he did not venture to make an attack. At last he got information of a path across the hills by which he could turn La Torre's entrenchments. The turning movement was made by Paez with 1,200 of the British adventurers. The march is described as having been one of the utmost difficulty, through tropical forests and over rocky ground. At last they came down on the right of La Torre's line, and his entrenchments were turned.

* * * *

I have to confess that I have no very distinct picture of the ensuing battle. It seems that La Torre, finding himself outflanked, formed a new front to the right, and attacked the patriots as they came down from the high ground. Meanwhile Bolivar attacked, and the Spaniards were assailed on front and flank. The course of the battle shows conclusively what the result would have been if it had been fought entirely between them and the Venezuelans. The action was opened by the natives, the British being employed as a reserve. Though the Venezuelans seem to have come on briskly enough, they were completely broken up, and fled in panic. Paez and his horsemen could make no impression on the Spanish infantry, and indeed were never of any use except for mere guerrillero work, and to massacre the enemy when scattered. The real fighting took place when the Spaniards in their advance against the flying Venezuelans came in contact with the British mercenaries. Then it does seem, to judge by the heavy loss of our men, to have been very hot for a time. But the result of a shock between troops advancing in some disorder after a successful charge and a steady, fresh reserve is nearly always the same. The British legion drove back the Spaniards, and La Torre, outnumbered as he was and attacked on all hands, had no reserve. Morales, who commanded the cavalry, is accused of having held back out of jealousy of his superior, and the little Spanish army was destroyed. This blow ended the old *régime* in Venezuela. Every Spaniard in the country who had capital or energy fled to Cuba. The exodus was the beginning of the increase of wealth in the island, and Venezuela sank into the squalor we witness to-day. If there is a more disgusting history of barbarism, butchery, and negro and half-bred folly and dishonesty than that of this Republic, I neither know nor want to know it.

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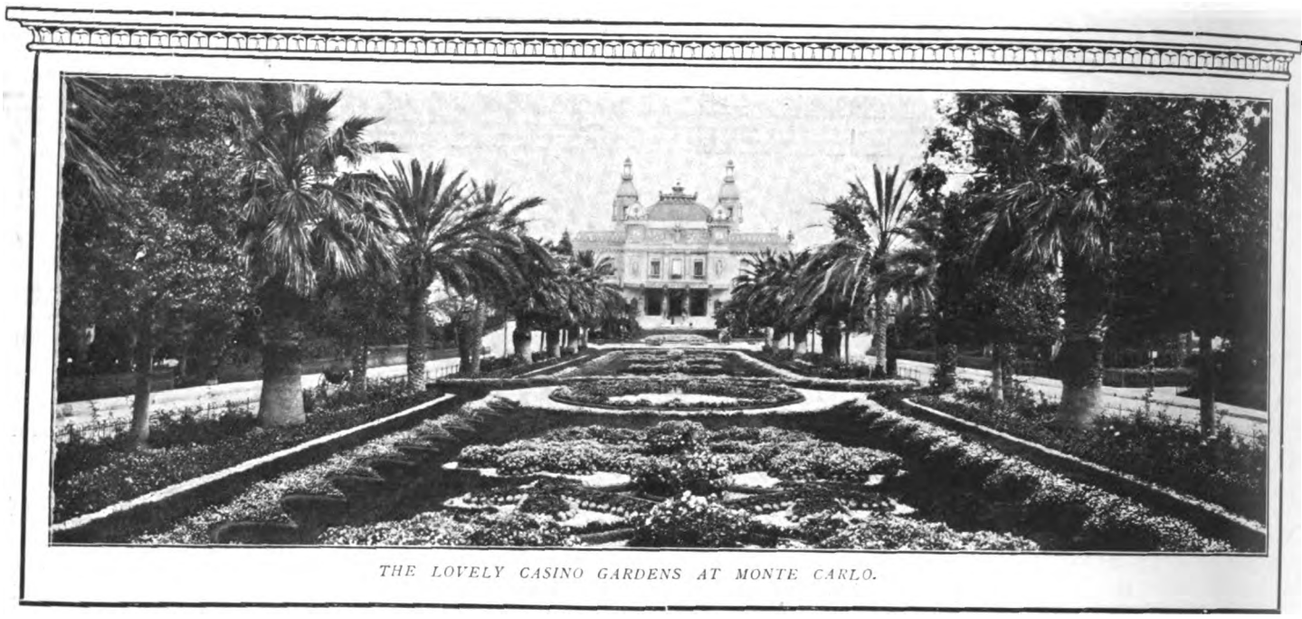

THE LOVELY CASINO GARDENS AT MONTE CARLO.

ROUND THE WORLD.

TUNBRIDGE WELLS.

A RETURN TO THE "SPA" LIFE.

APPARENTLY Tunbridge Wells is on the eve of a great epoch, steps having at last been taken to restore to the town some of its former greatness as a Spa. That the Chalybeate Spring, which Lord North discovered in 1606, and which in subsequent years was so much sought after by persons of rank and fashion, should ever have been allowed to sink so low in public estimation reflects anything but credit on those responsible for the well-being of the town.

Recent analyses conclusively prove that the waters are just as efficacious to-day as they were in the days when such celebrities as William Pitt (Earl of Chatham), Dr. Johnson, Colley Cibber, David Garrick, Sir Joshua Reynolds, and Beau Nash used to resort there; moreover, they bear comparison with any of a similar nature to be found either in this country or on the Continent. But while other English Spas, like Bath, Harrogate, Matlock, etc., have marched with the times, and have been equipped with the most perfect and up-to-date establishments experience and money can procure, Tunbridge Wells has practically stood still.

Situated at one end of the Pantiles is the well where the Chalybeate Spring bubbles up at the rate of a gallon a minute, and which has probably undergone but little change during the long period which has elapsed since it was the resort of Fashion. One elderly dipper is usually on duty, and all and sundry who wish can obtain a draught of the water, at the modest charge of one penny. But one needs must take his or her potion standing, or not at all, as, with the exception of a shelter afforded by the portico of an adjoining shop, there is nowhere that the visitor can rest and take his dose at ease. The Pump Room, which is situated at the other end of the Pantiles, is such in name only, and the well, which at one time existed there, has long since been covered up—in fact, a concert hall has been built over it. What is required in order to revive the "spa" life of the place is, firstly, a comfortable new pump room, where the visitor so disposed may linger over his morning's draught and read the newspapers. Seeing that so many lovely sites exist where such a building might be erected—and with ornamentation, too, to the town—it should not prove a very difficult matter to select a site close to the existing well. As a suggestion, perhaps the goodwill of the adjoining shop might be purchased and converted into a comfortable pump room.

WHERE THE CHALYBEATE SPRING BUBBLES UP.

THE WELLINGTON—THE LEADING HOTEL.

A TYPICAL BIT OF COMMON.

There can be no doubt that Tunbridge Wells is in possession of all the elements which should render it suitable for residence all the year round. Firstly should be borne in mind its easy access from London, being situated within thirty-five miles of Charing Cross, or, roughly, an hour's railway journey. It is, moreover, provided with a first-rate service of express trains contributed by the London and Brighton and South-Eastern and Chatham Railways. Then, again, it is questionable whether any other town of the size of Tunbridge Wells is so amply provided with hotels and boarding-houses. Take, for example, the Wellington on the summit of Mount Ephraim; it is situated on the edge of a common 200 acres in extent, and forms an ideal place for a visit at almost any time. As its name indicates, it contains an almost unique collection of Wellingtonian relics, and scattered throughout the building are engravings and pictures relating to almost every incident in the life of the great soldier. The management of the hotel is in the hands of Mr. and Mrs. H. W. Boston, who are most assiduous in the attention bestowed on every single guest. Probably the view to be obtained from the summit of Mount Ephraim, upon which the Wellington stands, is unsurpassed for miles around.

There is no lack of amusements, which mostly partake of the quiet order, rendering the place so admirably suited to all classes of invalids. Its wealth of lovely commons, ablaze with yellow gorse, and crossed in all directions by well-kept footpaths, will be much appreciated by those fond of walking, while it is said that there is no better air in the whole of the United Kingdom.

The sanitary system of the town is beyond criticism; its water supply is excellent and independent of droughts. There are two golf links, one behind the Spa Hotel—a first-rate establishment, which has its own

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spring and baths—the other at Ashdown, a short distance by train.

In summer much time may be spent in drives, as apart from its own inherent attractions, the neighbourhood of Tunbridge Wells is unquestionably quite one of the most delightful and historically interesting in England. It is said that it is possible to take a different drive every day for a month without traversing the same ground. Among the many charming spots to be visited in this way mention should be made of Eridge Castle, the seat of the Marquess of Abergavenny, the Happy Valley, and the High Rocks, all of which are within three miles of the Wells. Penshurst, Groombridge, and Crowborough are also within a short train journey. The last named by the way, which is seven miles distant, has a particularly stimulating climate, being situated at an elevation of 800-ft. above the level of the sea. Crowborough is a growing place, and boasts of not only excellent sanitation and golf links, but is also blessed with a first-rate hotel—the Beacon—from which the English Channel is visible on a clear day.

Among the attractions of the town proper we must not omit reference to the Pantiles, which is probably as well known as, if not better than, Tunbridge Wells itself. The Pantiles has long been the rallying-place for visitors, in fact, ever since beauty and fashion began to visit the Wells and drink the waters. Here it was, we read, that Catherine of Braganza, the consort of Charles II., and her ladies received the court of the fantastic gallants who followed in their wake.

Nowadays the Pantiles is supplied with a band, and even on the wettest of days it is possible to shop there without so much as soiling one's shoes. Recently a theatre, which the puritans of the town are wont to call an opera house, has been added, and the playgoer is no longer compelled to journey to town to see his favourite play. In a town such as Tunbridge Wells, where the winter evenings are apt to bore the visitor, a theatre is naturally a most welcome innovation.

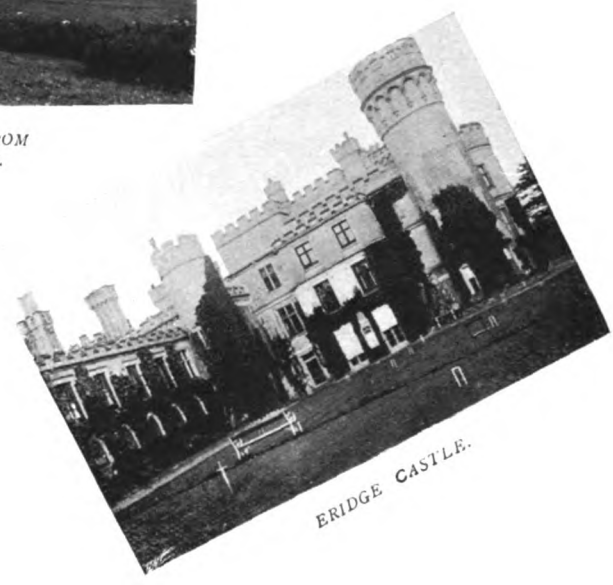
Whatever may be said of the apathy of those who constitute the local government in making the town more fitted as a Spa, they certainly have not neglected their duty in other ways, for a cleaner and better-kept town than Tunbridge Wells would be hard to find anywhere. Let us therefore hope that the present movement, which, we omitted to remark previously, is being made by a number of residents, may be the means of prompting the council to take definite action and once and for all place Tunbridge Wells on the footing that its merits as a Spa so richly deserve.

A COSY COTTAGE NEAR ERIDGE.

A FAMOUS GROVE OF TREES.

THE TOWN FROM THE COMMON.

"YE PANTILES."



ERIDGE CASTLE.

Queries and Replies.

WINTER IN SWITZERLAND (M.P.).—No doubt you would find Montreux a pleasant spot to pass away the months of January and February. You may count upon plenty of gaiety and amusement, and even if you go alone you will soon make enough friends to keep you from feeling dull. The climate of Montreux is exceedingly mild, fog or snow being almost unknown. Probably January would be a little cold, but even so the amount of sunshine makes up for any possible discomfort that might be experienced elsewhere. Just now hundreds of English people are arriving daily and the hotels are rapidly filling. The journey from London is most simple, and if you book through Messrs. Gaze you not only save on the fare, but are relieved of all trouble consequent upon a journey to the Continent. Montreux has a first-rate Kursaal, admittance to which is to be had by ticket, which costs 2-fr. a week. This entitles the holder to the use of the grounds and public rooms, also the afternoon band concerts; theatrical performances are naturally extra. There is a first-rate English club, and English Church is held at Jerritet, reached from Montreux by electric tram. At Aigle, just above Montreux, there are golf links, while skating, tobogganing, and lugering are available at the higher stations, such as Caux, Les Avants, Col de Sou Loup, etc. You should have no difficulty in finding comfortable accommodation at the price mentioned, seeing that there are no less than sixty odd hotels from which to choose. Comfortable *pension* is usually obtainable for 6-fr. a day. The quickest and best routes are by way of Dover and Calais, and Folkestone and Boulogne, to Paris; thence *via* Pontarlier and Lausanne.

HOW TO REACH BURMA (SUBALTERN).—You cannot do better than choose the P. and O. route—London to Bombay, thence by the Great Indian Peninsular Railway to Calcutta and steamer to Rangoon. This is the quickest, and generally recognised as the best, route, though you can take steamer direct to Rangoon if preferred. It is advisable to take with you a fairly large outfit, that is, if you contemplate remaining there for any length of time. It should be scarcely necessary to remark that there is no cold weather in Rangoon, consequently your outfit should consist of principally light clothing. No doubt your own tailor, if used to making colonial outfits, would be best able to advise you in this matter.

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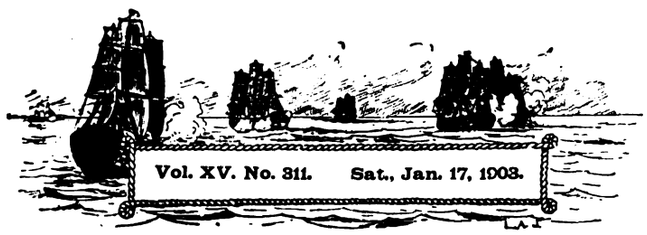

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MEMS. FOR NAVAL AND MILITARY MESSES.

COLONEL CODY, the "lion" of ten years ago, is again back in London with his wonderful "Wild West" entertainment. Not only the general public, but the world of fashion too, has already given him the cordial welcome due to so picturesque and clever a personality and his company of roughriders of all nations, whose feats of daring and clever horsemanship are superb. Nothing could exceed the colour and animation of the spectacle at Olympia, and Royalty have already taken care not to miss it. A Royal box has been prepared for exalted visitors, and Messrs. Oetzmann and Co. of Hampstead Road, N.W., have made it cosy and charming with old French gilt and tapestry furniture, while the exterior is tastefully draped in crimson and gold. Colonel Cody and his skilful and plucky army of horsemen have again leapt at one bound into popular favour, and the "Wild West" is down in many holiday note-books as one of the sights which must not be missed.

His Majesty the King has been graciously pleased to accept a portfolio of the photographs of the Coronation processions and the Colonial and Indian reviews in Buckingham Palace Gardens, taken by the Art Reproduction Company, London. The volume is bound in red morocco leather, with the Royal initial, surmounted by a crown, in gold on the front and back of the cover. The album was on view for a few days at the publishers' offices, and was much admired.

Renewed efforts are now being made among members of the United Service Institution to raise money to acquire the silver statuette of Lord Nelson which was presented by King George III to the great admiral on the anniversary of his victory of the Nile. A subscription list has been opened, and the Prince of Wales, who, on a recent visit to the United Service Institution, evinced particular interest in the statuette, has contributed £10. Altogether £500 is required, of which £200 has already been received. It is proposed to place the statuette in the museum in commemoration of His Majesty's Coronation and happy restoration to health. Contributions, which will be duly published in the journal of the institution, should be made payable to the Secretary, Royal United Service Institution, Whitehall, S.W.

For the past five years an admirable arrangement has been in force with the Inland Revenue authorities whereby a rebate of income-tax has been obtained for Military officers on all sums paid by them on account of "life" and "accident" insurance premiums. The Commissioners of Income-tax for the Naval Department have now kindly consented to a similar scheme for Naval and Marine officers, and facilities in regard to rebate of income-tax, similar to those which have been arranged with the War Office, will be granted by the Department, subject to the proviso that the officers concerned are on the Active List during the period covered by the insurance premiums.

The marriage of the Rt. Hon. St. J. Brodrick, the Secretary for War, and Miss Madeleine Stanley, the second daughter of Lady Jeune and the late Colonel the Hon. Constantine Stanley of the Grenadier Guards, at St. George's, Hanover Square, on January 5 was a very swell affair. The ceremony was performed by Bishop Welldon, assisted by the vicar and clergy of St. George's. Among the guests were Princess Christian, the Duke of Cambridge, Lord and Lady Roberts, Lord and Lady Selborne, and Lord and Lady Charles Beresford. The aisle was lined by a squad of non-commissioned officers of the Surrey Imperial Yeomanry. The bridesmaids were Lady Edwina Roberts, Lady Evelyn Hely-Hutchinson, Lady Alexandra Beauclerk, Miss Irene Lubbock, Miss Aileen Brodrick, Miss Moyra Brodrick, the five year old daughter of the bridegroom, Miss Rosamund Hill Trevor, and Miss Madeleine Allhusen, the little niece of the bride. The presents, which were over six hundred in number, were exhibited to friends at the residence of Sir Francis and Lady Jeune, 79, Harley Street. Among others may be mentioned a handsome inkstand, with the Royal Arms, accompanied by a card inscribed in the Royal handwriting "From the King." Princess Christian gave the bride a magnificent moleskin coat and muff, once the property of the late Queen Victoria; the Marquess of Salisbury gave an antique pearl, enamel, and diamond necklace; Lord Rosebery sent silver fruit dishes; while Sir Francis and Lady Jeune's presents to the bride include a magnificent diamond tiara, a diamond star, and an old French cabinet.

The somewhat scathing criticisms anent Portsmouth Dockyard which appeared in the December issue of *Page's Magazine* are followed up in the January number by a writer who signs himself "Scio," and takes up the cudgels on behalf of the dockyard. To begin with, he says: "There is certainly no conspicuous shortage in the engineering or business staff, however much there may be at times in individual capacity. This system is undoubtedly good. Establishments, it is true, do not always keep up to high-water mark, but since the state of things that prevailed twenty years ago the dockyards have made a great advance in efficiency. The 'Royal Sovereign,' built at Portsmouth, was in commission within thirty-two months of being laid down, and such was the advance that in the case of the 'Majestic' the period was abridged to twenty-two months. This was an excellent result, and though, owing to some untoward circumstances, it has not since been equalled, it shows of what Portsmouth Dockyard is capable."

ERRATA.—Referring to the group of officers of the 1st Border Regiment which appeared in NAVY AND ARMY ILLUSTRATED for December 27, it is to be regretted that, owing to a misunderstanding on the part of the printers, the names inserted under the picture were incorrect, and should have read as follows: Back row—Second Lieutenant T. H. Dawson, Second Lieutenant A. P. Blackwood, Lieutenant and Quartermaster F. W. Austin, and Captain P. F. B. Hawes. Middle row—Second Lieutenant P. P. W. Fendall, Second Lieutenant H. A. Askew, Second Lieutenant S. H. Worrall, Lieutenant B. O. Palmer, Lieutenant S. H. F. Muriel, Lieutenant E. H. H. Lees. Captain H. E. Chapman, and Second Lieutenant J. W. Chamley. Front row—Captain G. F. Broadrick, Major C. E. H. Cooch, Major J. P. Wood (second in command), Lieutenant-Colonel G. H. Ovens, C.B. (commanding officer), Major W. F. Nash, D.S.O., Major P. J. Bellamy, and Captain A. E. St. V. Pollard. The Editor apologises to the officers concerned, and hopes they have been caused no inconvenience thereby.

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THE
NAVY & ARMY
ILLUSTRATED.

VOL. XV.—No. 372.] SATURDAY JANUARY 24th, 1903.

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THE NEW ARMY CORPS COMMANDER.

GENERAL LORD GRENFELL, G.C.B., G.C.M.G., COMMANDING FOURTH ARMY CORPS.

Lord Grenfell, whom we have here associated with Major-General R. B. Lane, C.B., commanding the Infantry Brigade at Malta, will make a very popular as well as able head of the newly-formed Fourth Army Corps. A tried soldier, who has commanded an important force in the field, who has been Sirdar of the Egyptian Army, has commanded the British troops in Egypt, and has held with distinction the Governorship of Malta, Lord Grenfell is as well liked as he is greatly respected, and will carry with him to his new appointment the best wishes of the Army and the public at large.

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NAVY & ARMY ILLUSTRATED.
A PICTORIAL RECORD OF THE WORLDS NEWS.
OFFICES: 20, TAVISTOCK STREET, LONDON W.C.

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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

The Editor would be much obliged if photographers and others sending groups would place the name of each person on the pictures so as to plainly indicate to which figure each name refers.

The Editor will be glad to hear from Naval and Military officers who are willing to write descriptions of sporting adventures they have experienced. He would like to see any photographs that may have been taken, especially those of the "bags" made.

Publishers' announcements and books for review should be addressed direct to the Editor of the NAVY AND ARMY ILLUSTRATED, *20, Tavistock Street, Covent Garden.*

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"AND SHALL THE DUKIES GO?"

THERE is no doubt about the feeling in the ranks of the Army against the proposal to remove the Duke of York's School from Chelsea. We do not believe that it is as yet more than a proposal, though a writer in the *Times* declared the other day that its approaching removal was certain. This is not a matter which the War Office ought to be allowed to decide for itself. Public opinion and public sentiment ought to be sounded and taken into account before any decision is reached, and, so far, reasoned opinion and sentiment seem to be equally against the suggested change.

It is a familiar landmark in Chelsea, this big building surrounded by open space, partly barrack-yard, partly green playing-fields, where immemorial elms overshadow the little cricketers and football players, and provide a home for the doves who make their plaintive moan among their branches. Chelsea is proud of its little redcoats, chubby little fellows whose rosy cheeks and sturdy frames proclaim the care with which they are looked after. Chelsea likes to see them marc along the streets and drilling on their parade ground, and to go to their chapel on Sunday and hear the thund outburst of their singing of hymns. Three generation soldiers are housed almost within a stone's throw. Just r the corner from the little boys who are being trained u serve their country you come upon the Guards' Barracks, you can see what the miniature Tommies develop into. turn your steps westward along Queen's Road, and you Wren's stately Hospital, where the old pensioners wh done the State some service end their days in comfort peace.

Chelsea has a real as well as a sentimental interes keeping the Duke of York's School in its midst. If it removed, the open space around it would be open spac longer. It would be covered with buildings, probably with high and very ugly flats, and one of the charms of this delig district would be gone for ever.

What are the reasons urged in favour of the remo They are two in number, and they are defended by the wr in the *Times* as well, we may take it, as anyone could de them. The first is that the boys would be healthier and be off in the country. The second, that a very large sum of m could be obtained for the site. Number one appears to us t unsound, and number two to be unworthy.

The argument as to number one works thus. There general tendency to remove schools from City surround Charterhouse and St. Paul's and Christ's Hospital have all the City of London and gone further out. St. Paul's, instance, "has largely increased its sphere of usefulness moving"—where? Into the country? Far away from hum and bustle of London streets? Oh! dear no—to Ha mersmith! Could anything be more absurd? The fact th St. Paul's has moved to Hammersmith is made an argume for moving the Duke of York's School away from Chelsea! Hammersmith so much healthier than Chelsea? Is the anything in the air of the Embankment or the King's Ro that has an injurious effect upon little lives?

Schools in the City are in a different case. No one wo object to their being lifted into more suitable surroundi though it is really a matter of doubt whether London air is as good as any, if sufficient opportunities for exercise could found. The London death-rate compares very favourably w those of most other parts of England. The reason why tow dwellers suffer in health is that they live unnatural lives; th they try to do without physical exertion; that they sit nearly their time in stuffy offices, fearing fresh air more than they fe the Devil and all his works. The little "Dukies" can run ab to their hearts' content in their big playground, and they certain could not look healthier if they were planted down a hundr miles away from any dwelling of man.

The second argument, which we have called an unworth one, appeals to the pocket, though we do not qu know whose pocket. Even if three-quarters of a mil were paid for the land, we doubt very much if the taxpaye would get any benefit. But supposing he could expect som benefit, would that be a reason for accepting the price Surely this worship of money for money's sake may be well left to individuals. Poor wretches! they get little enough pleasur out of their toil. By the time a man has made a million, he is either far too tired or far too much engrossed in money-grubbin to be able to enjoy himself with it. Do not let us, as community, be deceived by the ridiculous mirage of wealth, thi megalomania of money, this delusion that it is a good thing t sell anything you have if only a large enough price is offered f it. The same argument as is used in the case of the Duke o York's School might be applied to St. Paul's Cathedral o Kensington Palace or the Tower of London. Why not move them into the country and dispose of their valuable sites for huge sums of money?

No, we cannot regard the case as having been made out by the writer in the *Times*, who was, we shrewdly suspect, not altogether without prompting from official sources. If his article was "a trial balloon," it has fallen to earth. If the War Office wants to know how its idea is regarded by the nation, and by the Army, we can tell it in a sentence. It is not popular at all.

A. J. HONEYBONE.—You should ask at your nearest post-office for a copy of "The Advantages of the Army." A man may enlist into any branch of the Service, provided that he fulfils the regulations as to age, height, chest measurement, and weight. For the Royal Artillery the age limit is 18 to 25. The standard of height varies for gunners. In the Royal Horse Artillery the standard is 5-ft. 7-in. to 5-ft. 9-in.; the Royal Field Artillery, from 5-ft. 6-in. to 5-ft. 9-in.; and in the Royal Garrison Artillery, from 5-ft. 6-in. upwards. Drivers in all three divisions must be from 5-ft. 4-in. to 5-ft. 6-in., artificers and tailors from 5-ft. 4-in. upwards. The minimum chest measurement is fixed at 33-in., and the minimum weight at 115-lb., but the chest measurement of each recruit depends upon his height and the arm of the Service he wishes to join. The terms of service in the Royal Artillery are seven years with the colours and five in the Reserve.

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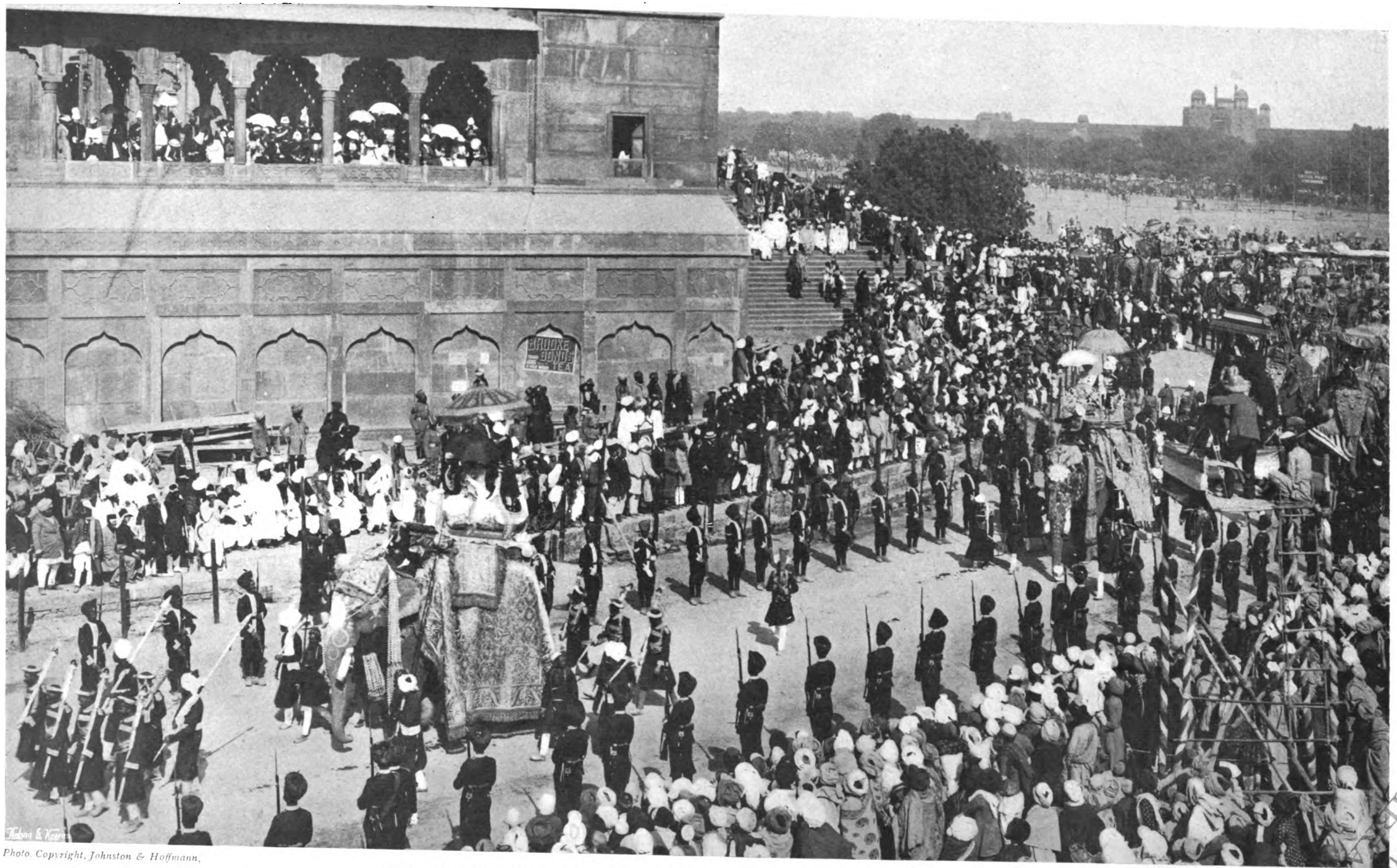
THE CORONATION DURBAR AT DELHI.



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STATE ENTRY OF THE VICEROY AND ROYAL VISITORS.

Here we have depicted the initial scene of the Delhi pageant. The gorgeously-caparisoned elephants bearing the Viceroy and Duke and Duchess of Connaught are passing the gateway of the great Jumma Musjid, to be shortly followed by a gorgeous procession of Native Princes and high officials.

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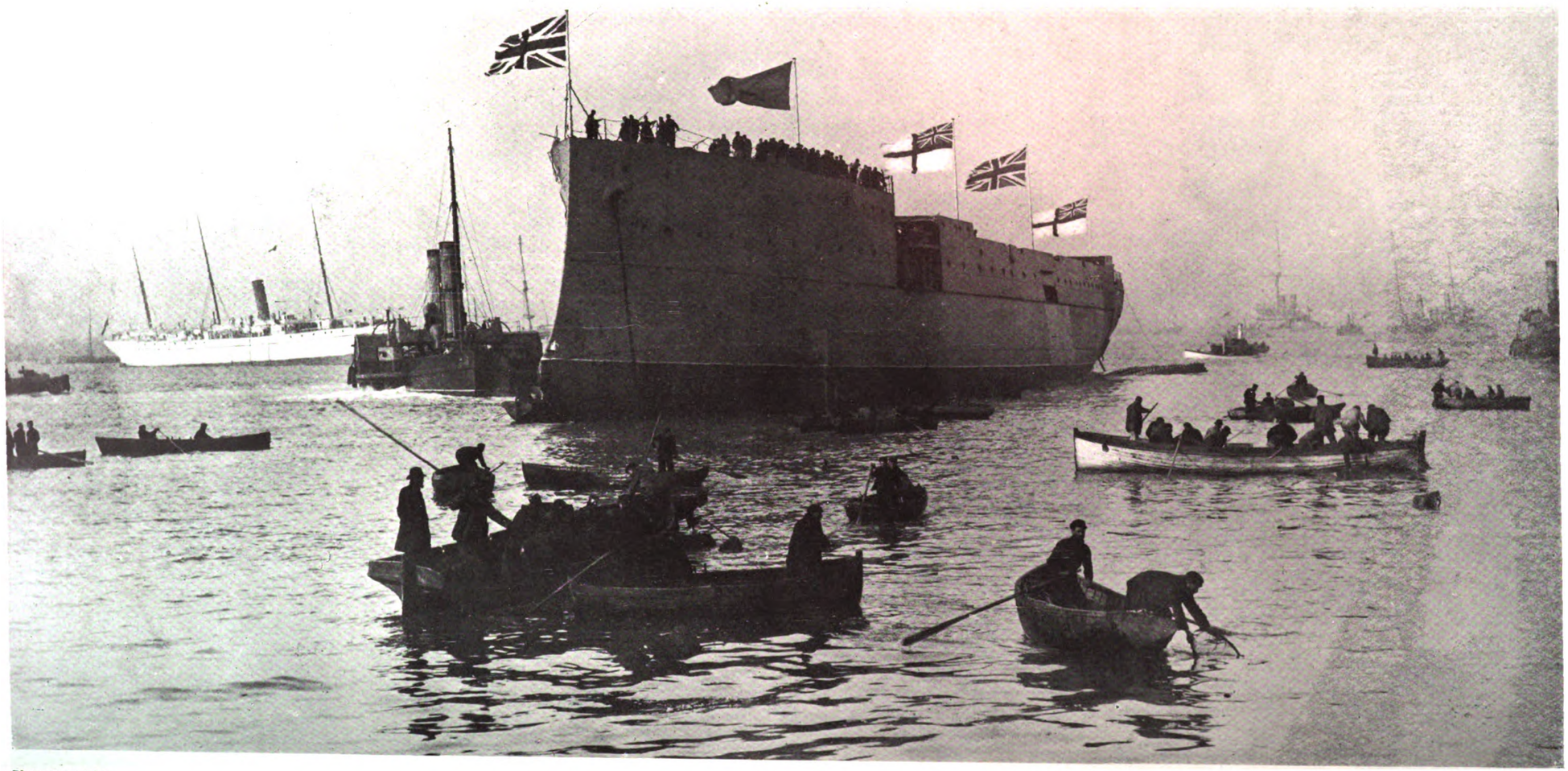
ANOTHER "COUNTY" CRUISER.



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THE LAUNCH OF THE "SUFFOLK."

Successfully accomplished at Portsmouth Dockyard last week.

The "Suffolk" is not a new giant of extraordinary proportions or speed, although nearly 10,000 tons displacement and an anticipated 23 knots place her in a highly respectable category, and she will have a marked advantage by reason of her numerous armament and good armour protection. She has been started well on her "county" career, having been named by Lady Stradbroke on the nomination of the Lord-Lieutenant of Suffolk, and it is to be hoped that the good folk of that county, as in the case of the "Kent," will henceforth exhibit something more than an academic interest in their representative cruiser.

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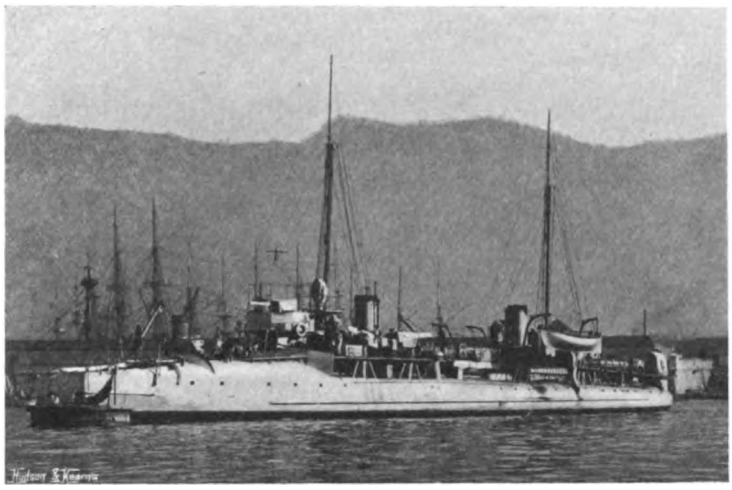
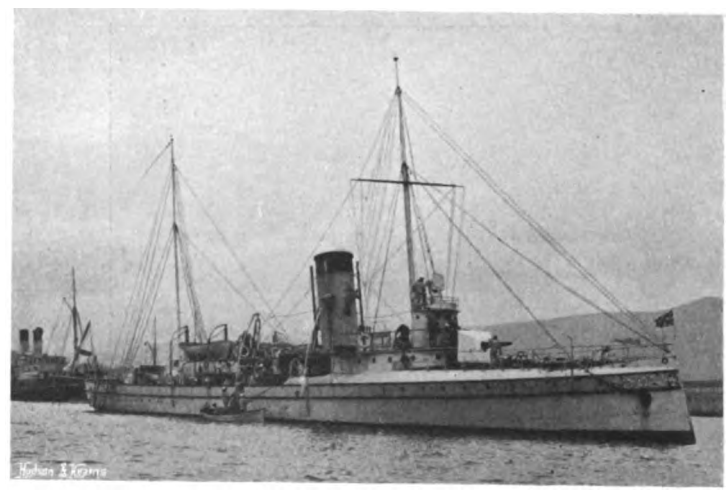


THE FRENCH T.B.D. "HALLEBARDE."
Speed 27·2 knots. One 9-pounder and six 3-pounder guns. One torpedo-tube.



THE RUSSIAN T.B.D. "ABREK."
Speed 21 knots. Two 12-pounder and four 3-pounder guns. Two torpedo-tubes.

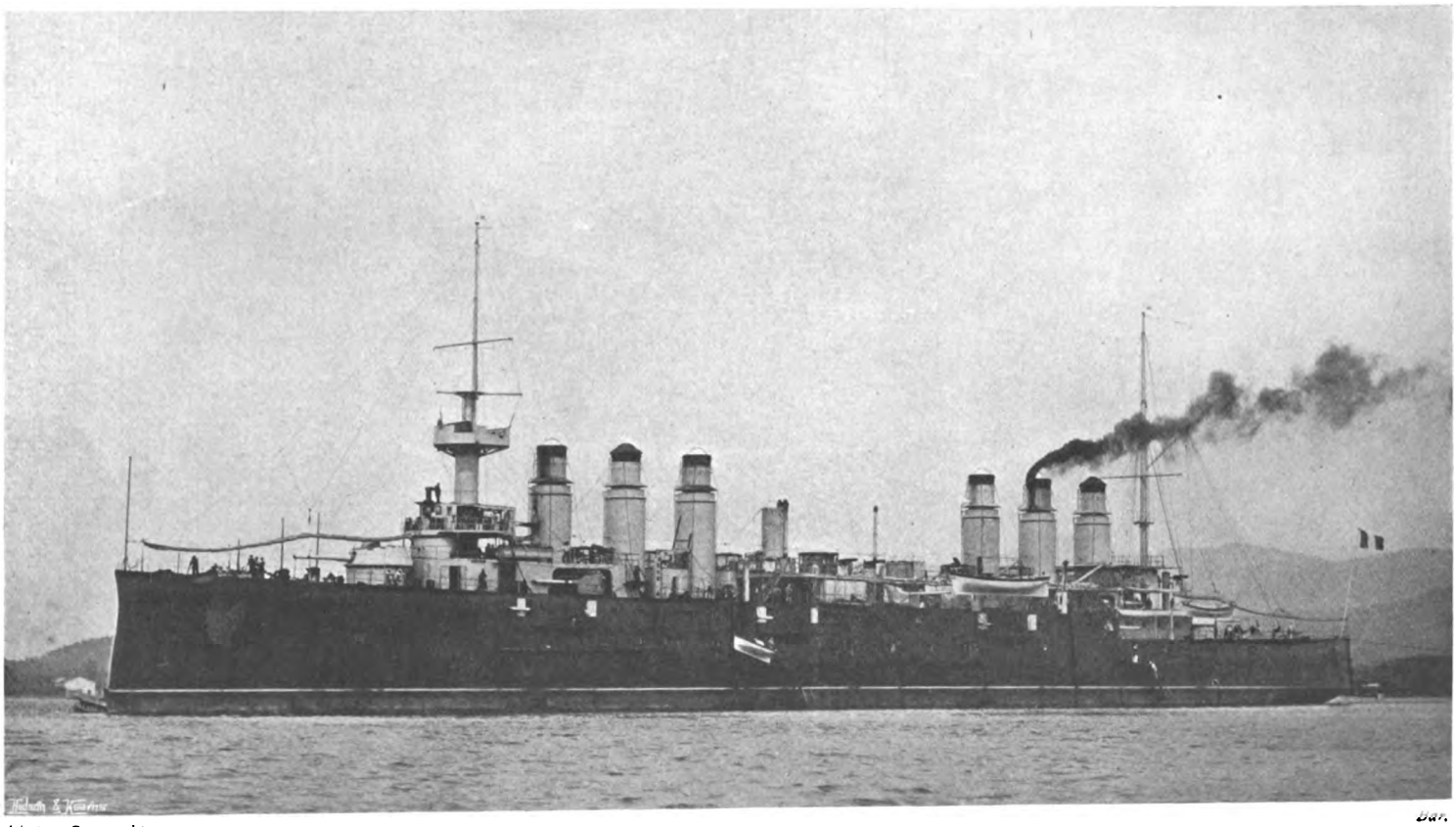
FRANCE AND RUSSIA IN THE MEDITERRANEAN.

THE attitude taken by the French Press on the question of the recent British protest against Russia's infringement of the Berlin Treaty, although by no means anti-British, was necessarily favourable to their ally, and the question naturally rose at once to the mind, What force could the two Powers combined muster in the Mediterranean in the event of war breaking out? It is at least significant that Russia has at the moment a considerably larger force within easy distance of the Mediterranean than she has ever had in time of peace before, and it must not be lost sight of that the powerful squadron which was at Portland just before Christmas is still on its way to the Far East, and has not yet got very far. This squadron is composed of entirely new ships, all on their maiden commission, and with this squadron the Russian force numbers three battle-ships, the "Imperator Nicolai I.," "Pobieda," and "Retvisan"; four first-class cruisers, the "Bogatyr," "Gerzog Edinburgski," "Pallada," and "Diana"; three second-class cruisers, the "Novik," "Boyarin," and "Kreisser"—the latter a training-vessel; and seventeen gun-boats and torpedo craft generally. France has in commission in the Levant or in the Reserve Division of the Mediterranean thirteen battle-ships, the "Bouvet," "Jéna," "Carnot," "Masséna," "Charles Martel," "Jaureguiberry," "Charlemagne," "Gaulois," "St. Louis," "Brennus," "Hoche," "Magenta," and "Marceau"; six armoured cruisers, the "Jeanne d'Arc," "Montcalm," "Amiral Pothuau," "Amiral Charner," "Chanzy," and "Latouche-Tréville"; one second-class cruiser, the "Du Chayla"; two third-class cruisers, the "Galilée" and "Linois"; and nine torpedo-boats and destroyers.

England, therefore, in the event of war would find herself opposed by a very strong force, but one which would not have that quality of homogeneity which has come to be recognised as essential to an effective fleet, and which is now so noticeable in our Mediterranean Squadron. The French battle-ships belong to no less than ten totally different classes. The "Charlemagne," "Gaulois," and "St. Louis" are all of one class, with a displacement of 11,260 tons each, while the "Magenta" and "Marceau" are also sister ships, each with a displacement of 10,600 tons; the "Hoche," it is to be remarked, differs but little from the two last-named, having but 50 tons extra displacement.

The "Bouvet" is protected by a complete nickel steel belt 15·7-in. in thickness. To disable this ship a heavy fire directed at the middle portion should be tried from the big guns, with some fire from 4·7-in. quick-firers. For the latter guns, however, it would be well to make the base of the masts a target. At near ranges 12-in. shot may do some damage under the guns, but the engines are little likely to be seriously hit. These remarks also apply to the "Carnot," "Masséna," and "Charles Martel," but in addition it may be noted that in the first and last named of these three ships the secondary turrets, which are protected by 3·9-in. and 8·9-in. armour respectively, may be pierced by 6-in. shot. The twelve 4·7-in. guns of the "Masséna," which are carried in the secondary turrets, may also be put out of action in the same way.

The "Jéna," on the contrary, is a most difficult ship to seriously disable. Her complete armour belt, of a maximum thickness of 14-in., is of such excellent quality that except at the extremities it is almost impervious. The turrets, however,



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THE FRENCH ARMOURED CRUISER "JEANNE D'ARC."

Length 475-ft. Displacement 11,270 tons. I.H.P. (for.) 28,500. Speed 23 knots. Thickest armour 7·8-in. Heaviest guns 7·6-in.

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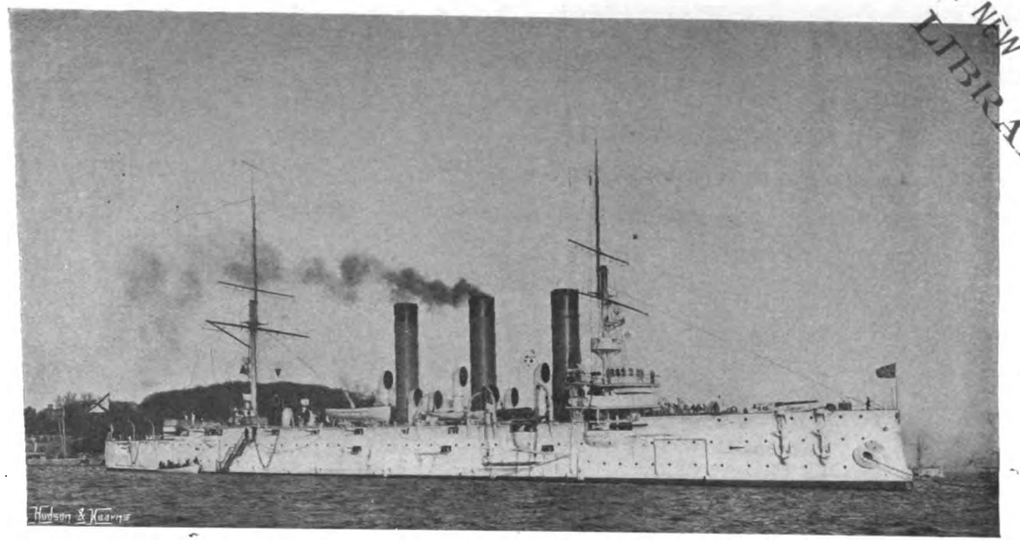
THE RUSSIAN BATTLE-SHIP "RETVISAN."

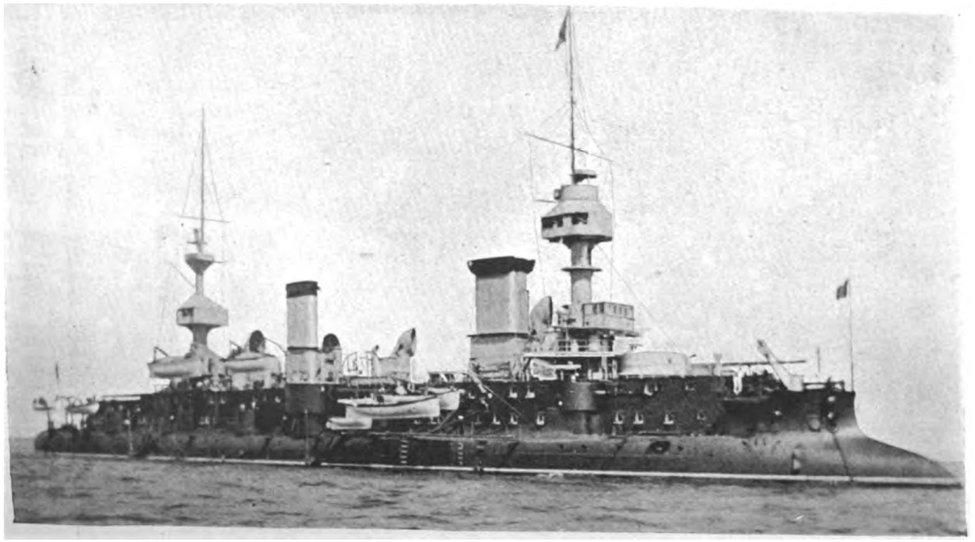
Length 376-ft. Displacement 12,700 tons. I.H.P. 16,000. Speed 18 knots. Thickest armour 9-in. Heaviest guns 12-in. Twenty-four Niclausse boilers.



Bolak.

THE RUSSIAN CRUISER "DIANA."

Length 416-ft. Displacement 6,630 tons. I.H.P. 11,600. Speed 20 knots. Thickest armour 6-in. Heaviest guns 6-in. Twenty-four Belleville boilers.



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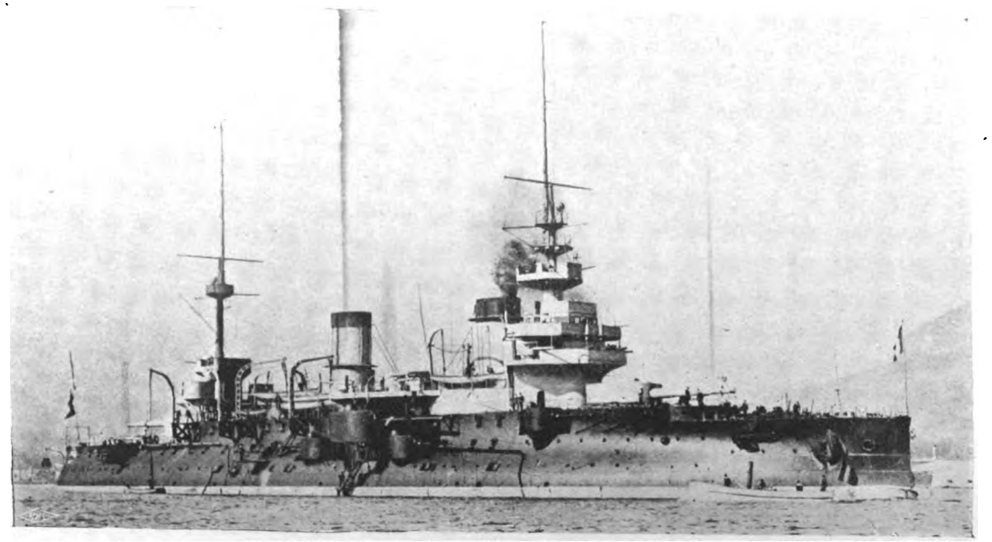
THE FRENCH BATTLE-SHIP "MASSENA."

Length 370-ft. Displacement 11,924 tons. I.H.P. (for.) 13,500. Speed 18 knots. Thickest armour 17·7-in. Heaviest guns 12-in. Twenty-four Lagrafel d'Allest boilers.



"Navy & Army."

THE FRENCH BATTLE-SHIP "BOUVET."

Length 401-ft. Displacement 12,205 tons. I.H.P. (for.) 14,000. Speed 17 knots. Thickest armour 15·7-in. Heaviest guns 12-in. Belleville boilers.

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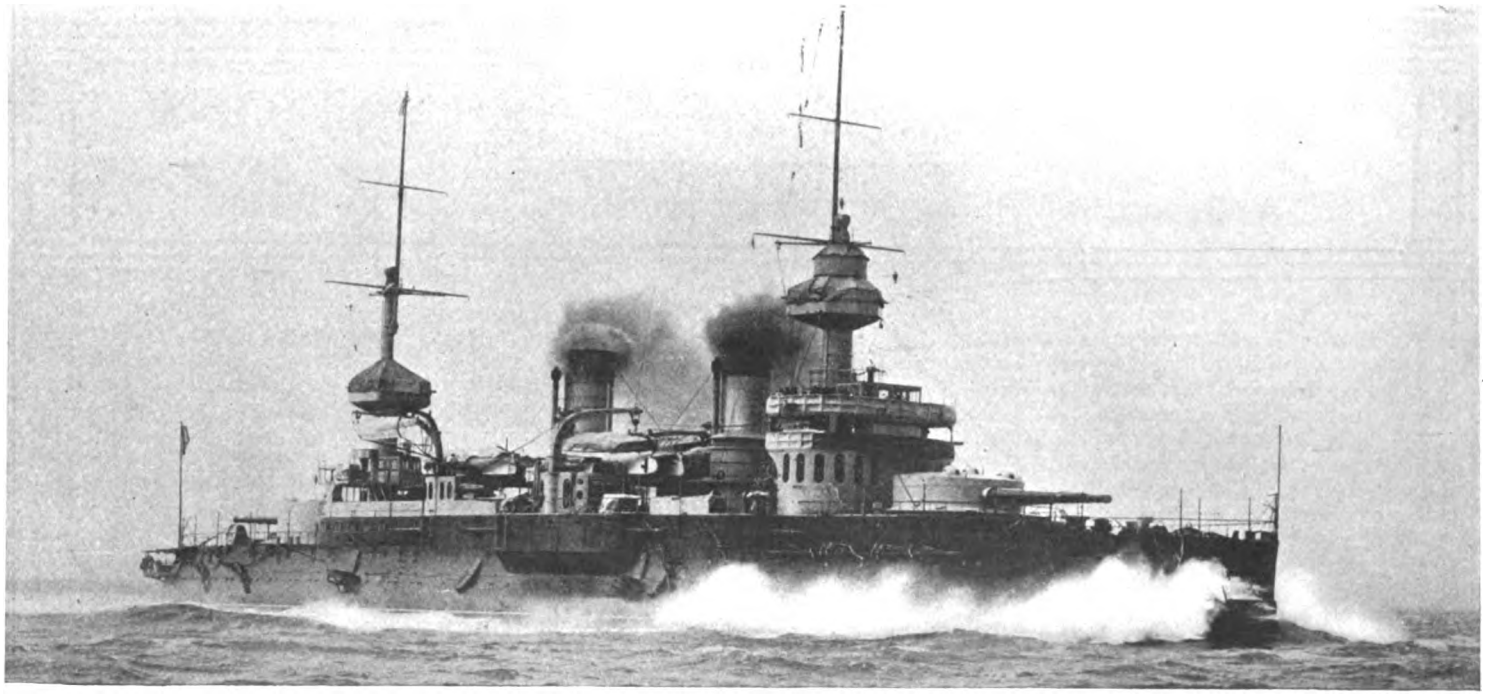

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THE FRENCH BATTLE-SHIP "JENA."

Length 400-ft. Displacement 12,052 tons. I.H.P. (for.) 15,500. Speed 18 knots. Thickest armour 14-in. Heaviest gun 12-in. Twenty Belleville boilers with economisers.

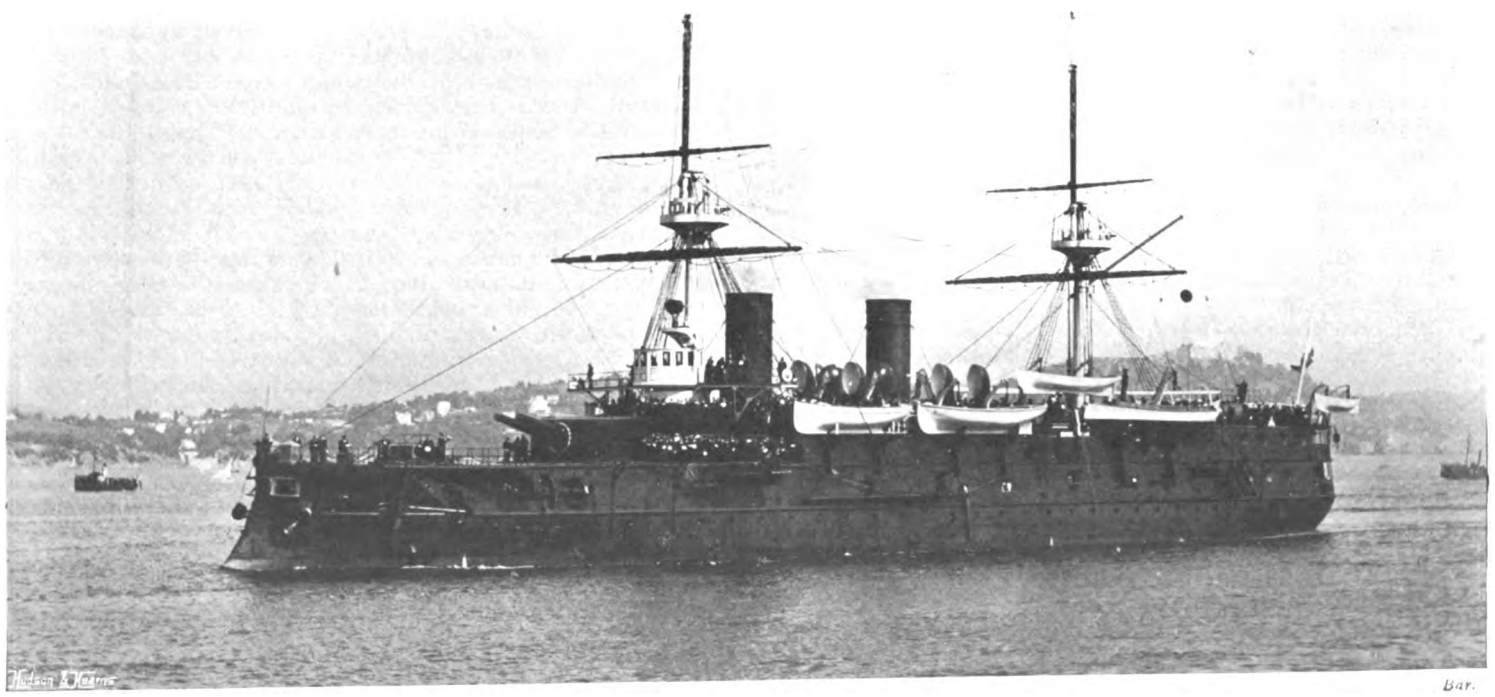
in which are mounted the 12-in. breech-loaders, in couples, may be affected at a 2,000-yds. range by 12-in. solid shot, and the quick-firing guns will be found to penetrate the armour at about the same distance.

Similar remarks may be applied to the "Charlemagne," "St. Louis," and "Gaulois," but in addition it is to be remarked that there are huge areas of unprotected side offered by the main and lower decks of these last ships, although the general protection in them is thicker than that of the "Jéna." Another ship on which belt attack will have little or no effect is the "Jaureguiberry," but at long range a few shots should be tried at the base of and abaft the after funnel. At 2,000-yds. or more shell should be vigorously pounded on to the big fore and aft turrets, to put the big guns out of action, and to silence the smaller pieces a continuous fire might be kept up on the bases of the fore and main masts during the whole of the fight.

With regard to the "Hoche," "Magenta," "Marceau," and "Brennus" it is advisable to concentrate fire amidships. Shell should be used, and will do all that is needful.

Of the Russian ships it is more difficult to speak. The "Nicolai I." is a somewhat old ship, but she is very heavily armoured, and her heavy guns are well protected in a 10-in. revolving turret inside the barbette.

The "Pobieda" has a Harveyed steel belt varying from 9-in. to 6-in. in thickness to within 30-ft. of the bow and stem, and 9-in. bulkheads. These should receive the attention of the big guns, while quick-firing guns might do some damage amidships. The "Retvisan" might be treated the same way, and the turrets and barbettes would call for attention.



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THE RUSSIAN BATTLE-SHIP "IMPERATOR NICOLAI I."

Length 326-ft. Displacement 9,700 tons. I.H.P. 8,000. Speed 15·9 knots. Thickest armour 14-in. Heaviest gun 12-in. Sixteen Belleville boilers with economisers.

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THE SEA-POWER OF THE NATIONS.

A Record of Policy and Progress from Week to Week.

NOT any doubt now remains that the Admiralty scheme has met with general acceptance, and the Board has every reason to be gratified with the approval which its proposals for Naval education have evoked from the country and the Service. As I endeavoured to show last week, there are details to be worked out, and undefined possibilities in the measure which may be expected to achieve the end desired. A most respectable body of opinion is doubtless opposed to any such change, and some light lances of debate have run atilt at the scheme; but a survey of administrative reforms in the past proves that they have never been brought about without great and even violent opposition on the part of those who place their confidence in the methods of the past. Perhaps for a time, when the new scheme is an accomplished fact, there will be those to cry out with the Comte d'Asumar, "Hélas! je ne vois point aujourd'hui d'hommes comparables à ceux que j'ai vus autrefois!" But it must be remembered that the Naval officer of the future will differ as much from the captains of Nelson as the modern engine-driver differs from the coach-driver of the old coaching days. A new organism is in his hands, vitally differing from its predecessor, and it has not been through a mere rash desire for change that the scheme has been introduced, but because the conditions of the new order of things have made a change inevitable, while the old order of things was becoming intolerable.

So great is the interest attending this matter that I shall be pardoned for recurring to it. Without claiming any special knowledge of what the Admiralty purposes are, I think it must be obvious to anyone that the sole object is to produce an officer fitted by education and training for his modern duties and his new environment. The position of the engineer has long been anomalous, and if it be possible, as the Board of Admiralty hopes, and as there is every reason to believe, to provide the Fleet with a new type of officer altogether, many of the old grievances will disappear. The new plan commends itself to the public judgment, and it has been credibly asserted that the applications for nominations under the altered system are so numerous that there will be little chance of any youths gaining places whose parents or guardians do not consent to the stipulation that, at the expiration of the period of training, they shall be drafted in the discretion of the Admiralty to specialise for particular branches of work. These are days of specialism in every sphere of professional life and not of "Jacks of all Trades." Upon a broad and well-maintained system of training is developed a trained knowledge of some particular branch increased by experience and practice. The human mind is not capable of compassing everything, and so it must be in the Navy. I raised the question as to whether the future executive lieutenant will ever take his place in the engine-room, or the future engineer lieutenant his place in the duties of the deck. There seems to be no reason why some mutation of functions should not take place without interfering with the specialism which is to be maintained. Thereby young officers would be able to maintain their knowledge abreast of the changing circumstances of their time. Lord Selborne himself does not disallow the possibility. He has explained that essential freedom of action has been secured to future Boards to make such changes if found desirable.

We are accustomed to think of three special branches in the executive line—the navigation, gunnery, and torpedo branches. Henceforth we must remember that the engineer and marine branches will be added, and that outside those who specialise will be the watch-keeping officers, who might well take a watch either on deck or in the engine-room. Does the Admiralty intend to set up any greater distinction between the engineer lieutenant and the gunnery lieutenant than now exists between the latter and the torpedo lieutenant? Manifestly it does. There are those who assert that the distinction must necessarily be very much greater, that the work of the engineer is the work of a lifetime, and that his highest qualities cannot be produced as the mere specialism of a branch.

The question that would naturally suggest itself is whether all officers specialised in gunnery, torpedo, navigation, engineering, or marine work, or having no specialised work at all, could ever rise through the executive line to the flag list. Nothing of the kind is at present contemplated. The whole matter turns upon the possibility of an executive officer fitting himself for fleet command, and adding perfect proficiency in engineering to his accomplishments, just as he does now other special branches of Naval knowledge possessed by many flag-officers. I have heard it maintained that such is possible, but those who have expressed the opinion have not often been engineers. Perhaps most of those competent to speak upon the requirements of the branch would say that, to attain the pre-eminent efficiency that is required, the whole of an officer's energy must be absorbed; and if this be the case, engineering as a specialism must stand upon a different footing altogether from the specialism of gunnery, torpedo, and navigation. Experience in the United States Navy has shown that no single cruise in an engine-room can fit junior officers for the duty of a chief engineer, and also that the practical, organising, and administrative duties of the old engineer officers cannot be taken up by artificers and machinists. The attempt which has been made has resulted in a real retrogression in the engine-rooms of United States war-ships, as is shown in a report of the Paymaster-General, wherein the largely increased expenditure in keeping vessels in efficiency under the new system appears. This state of things has caused very many to think that the special corps of Naval engineers must be re-established, and such a measure is expected to be presented to Congress. Yet there are those who assert that the system has never been properly applied, and that if it were put in force whole-heartedly it would produce the finest Navy in the world.

Not, however, until one-fifth of the United States officers are definitely assigned to the engineering branch—the proportion is laid down by Rear-Admiral Melville, engineer-in-chief—can this retrogression in the engine-room work be checked. Such reasons as these, no doubt, influenced the Admiralty in its decision that the separation of branches at the age of nineteen or twenty should be definite and final, without subsequent chopping or changing. With the light we at present possess the decision was sound, but among the undefined possibilities of the measure is a chance that the efficient engineer officer may yet prove equally efficient as an executive, and so be competent ultimately to rise to high command afloat. That is perhaps more a hope than an expectation, but should it be altogether excluded from consideration? What is certain is that the future sub-lieutenant will be more easily induced to specialise for engine-room duties if he feels that he will not thereby cut himself off from the hope of rising to high executive command. Admiral Penrose FitzGerald would throw enough gold into the scale to make him content with the abandonment of his high executive hopes. The engineer officer would submit to an inferior position on board for the sake of higher pay, and be subject to the comrade of his youth who rose in the executive line.

It must be confessed that this arrangement is not pleasant to contemplate, and that there would be possibilities of jealousy and disappointment in such a state of affairs. Perhaps it will be best to look for development in the plan, and for such an adjustment of disparities as we are accustomed to in all administrative affairs. An arbitrary assignment of young officers at the will of the Admiralty to special branches *nolens volens* might present danger, but if the possibility of choice were left to a proportion of the officers who came out best in their examinations and the performance of their duties, much of the spirit of jealousy might be done away with. At any rate the advantage of position, as determined by a selection of the branch according to the candidate's tastes and aspirations, and irrespective of his father's selection, or failure to select when he entered, would be known to be the guerdon of success and of good work done. The new system will not come into full operation for about eight years, and there is happily abundant time to anticipate the effect by later experience. Of the wisdom of the preliminary step there can be no doubt, and it is permissible to believe that it was with a view to development that so much was left undefined.

JOHN LEYLAND.

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OUR INDIAN EMPIRE.

By CAPTAIN OWEN WHEELER.

A TAILOR'S SHOP AT AN INDIAN STATION.

A Running Record of Military Life and Incident in the "Shiny East."

IT is impossible to exaggerate the gratifying significance of the Sikh ceremony which took place shortly after the Coronation Durbar, and at which, after a solemn act of worship at the shrine of Teg Bahadur, Sikh loyalty to British rule was affirmed in a singularly spontaneous and impressive fashion. The story has been widely told in the daily papers how Teg Bahadur prophesied to the Moghul Emperor, Aurangeb, that armies of a fair-haired race would pour forth from beyond the seas, tear down the purdahs of Islam, and overthrow the Moghul Empire. But it would require a good many columns of a daily paper to describe how the gradual fulfilment of this prophecy dawned upon the Sikh nation, ultimately producing relations between it and the fair-haired conquerors which for commingled respect and regard, loyalty and confidence, comradeship and common fealty, stand alone, in the history of peoples who have fought out their differences to the bitter end. Of the Sikh Wars there is an admirable record by Sir Charles Gough, which has the marked advantage of being enriched by many personal reminiscences. But since the Mutiny a score of campaigns have added to the history of the intercourse between the Briton and the Sikh, until the memory of Moodki, Ferozeshah, Aliwal, and Sobraon, of Ramnuggur, Chillianwallah, and Gujerat has been largely obscured, and a glorious train of very different episodes set up. Some day, perhaps, the whole record may be comprehensively and worthily compiled, and, when it is, it will be strange if the great ceremony at Teg Bahadur's shrine, with its renewal, in the innermost sanctuary, of the Sikh chiefs' vows of fealty to the King-Emperor, and the accompaniment of the National Anthem, is not recognised as a veritable culminating point in the associated annals of the British and Sikh nations.

Such events as the Sikh Wars are always illuminated by the light of contemporary history, and it is very interesting to dip into such pages as those of *Punch* and see what he has to say about these momentous happenings. The Sutlej Campaign of 1845-46, it will be remembered, terminated distinctly in our favour, the Sikh Army having been driven across the Sutlej, Lahore captured, and a partial British occupation arranged. In 1848 two British officers were assassinated at Mooltan, and a Sikh rising followed, and it was of this that Lord Dalhousie made the famous observation in an after-dinner speech at Calcutta: "Unwarned by precedent, uninfluenced by example, the Sikh nation has called for war, and, by Heavens, sirs" (here he banged the table vigorously) "they shall *have it with a vengeance!*"

In her speech at the opening of Parliament on February 1, 1849, Queen Victoria said: "A rebellion of a formidable character has broken out in the Punjab, and the Governor-General has been compelled, for the preservation of the peace of the country, to assemble a considerable force which is now engaged in military operations against the insurgents. But the tranquillity of British India has not been affected by these unprovoked disturbances." A week or two later news must have been received of the battle of Chillianwallah in January, at which we lost 2,400 officers and men, and several guns and colours. The public were very indignant, and clamoured that Sir Charles Napier should be sent out to supersede Gough as Commander-in-Chief. The latter, however, before Napier could arrive, had adjusted matters by winning the decisive battle of Gujerat, which led to the annexation of the Punjab and the unreserved acknowledgment by the Sikh Khalsa of our supremacy.

In addition to incidental references, *Punch* for March 17, 1849, had an extremely interesting and amusing article, and also a cartoon, on the projected despatch of Sir Charles Napier to supersede Gough. The latter is entitled "A Change for India," and Sir Charles is depicted riding off on a camel with Mr. Punch throwing an old shoe after him for better luck. At Napier's back are strapped the requisites which he, in a letter to Sir J. Hobhouse, had stated to be all that was necessary for a campaigner — "his tent, his bed, a canteen, a second pair of breeches, a second pair of shoes, half-a-dozen shirts, a second flannel waistcoat, a couple of towels, and a piece of soap"—no bad allowance either, according to modern standards.

The article is headed "The Story of Koompanee Jehan," and is a really very funny skit upon the methods and restrictions of the old John Company, which had its headquarters at the India House in Leadenhall Street—the "Hall of Lead, at the foot of the Mountain of Corn," as the *Punch* satirist calls it. Bitter allusion is made to some of the mistakes committed by the Government in selecting generals for Indian commands who had not proved their worth in the practical service of the Company, and a special hit is aimed against "Goof Bahawder," who, lion as he was, "did not remember that the enemy with whom he had to do were *derans* or foxes, and that a pack of foxes is more dangerous than a lion in a pit. Finding, one day, the enemy posted in a jungle, this Goof Bahawder sent his troops in upon them helter-skelter, but some fled, many were slain; Goof Bahawder had a dismal account of the battle to render, and when he claimed a victory, people only laughed at his ancient beard. That is, they would have laughed, but the people of Lundoon were in too great a rage to be merry." The story goes on to relate how everyone declared that the only man to save the situation was Napeer Singh, how the latter, who had quarrelled with John Company, at first declined to go, but was afterwards persuaded by an old general, nearly a hundred years old, very brave and wise, the "Great Wellingtoon," who pointed out that in times of danger men must forget their quarrels and serve their country. "They were two lions, two Rooshuns, two hook-beaked eagles of war—they rushed into each other's arms, and touched each other's beaks. 'OFather!' Napeer Singh said, 'I will go'—and he went forth, and he bought a piece of soap, and he got two towels; and he took down from the wall his bright and invincible tulwar."

A good story is told in connection with one of "Goof Bahawder's" battles with the Sikhs. Gough was a man of extraordinary personal bravery, but he was also extremely reckless and impetuous, and his great idea on all occasions was to charge. His staff soon began to see what risks attended this dashing description of tactics in dealing with such an enemy as the Sikhs, and it is said that on one occasion they deliberately played their chief a very strange trick. At the commencement of one of the more important fights they induced him to mount a high tower which was only accessible by a ladder, the suggestion being that he could better direct the operations from that eminence. Gough climbed to the top of the tower, and rapidly came to the conclusion that the only course open was, as usual, to charge. Meanwhile the leading members of the staff had withdrawn, and, curiously enough, had removed the ladder, leaving the impetuous general no means of descent. The story goes that there was no immediate charge, and that the battle was won for that reason. This may not be history, but the yarn was related to me by an authority who is not likely to have been in error in such a matter.

There are some interesting and instructive references in current periodicals to the early connection of the Royal Navy with the East Indies. In the *Asiatic Quarterly Review* Surgeon-General Beatson gives an excellent account of the assistance lent by the Navy in laying the foundations of British rule in India, and it is decidedly important that these evidences of the value of sea-power should be carefully kept in mind. As a matter of fact, both Calcutta and Madras were saved by Naval co-operation. Clive could not have come to the assistance of the former, subsequently smashing Suraj-u-dowla at Plassey, had not Admiral Watson transported him and his little avenging force from Madras in the King's ships. Subsequently a small British squadron anchored off Madras in the nick of time to prevent its

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falling an easy prey to the reinforced French fleet. Again, there is no question that the splendid work done by the British fleet under Sir Edward Hughes in the war against Hyder Ali, whom the French assisted, paved the way for our eventual triumph and the capture of Seringapatam.

It is an interesting coincidence that some lively details of the last-named operations should be given in the current number of the *United Service Magazine*. The article is headed "A Naval Chaplain of the Eighteenth Century," by ... Herbert M. Vaughan, and consists of extracts from the lett... and journal of Mr. (afterwards Archdeacon) Millingcha... who served under Hughes in 1782, and was an eye-wit... of several notable encounters between that gallant leader a... his French antagonist, De Suffren. The journal is full ... interesting details of Naval warfare, and gives an inspir... picture of British gallantry and persistency, often un... discouraging conditions.

DEFENCE, NOT DEFIANCE.

CITIZEN SOLDIERS IN TOWN AND COUNTRY.

ONCE more has the question of the permanent employment of Volunteer officers as adjutants of their corps been brought before the public by various newspapers. A study of the Army List will reveal the fact that practically all Engineer corps, and a large number also of Artillery corps and Volunteer Infantry battalions, are without adjutants from the Regular Army. For some time this was largely, and no doubt correctly, attributed to the South African War, the prolongation of which did not leave a sufficient number of officers to spare to fill the Volunteer adjutancies. It is now, however, some time since peace was declared, and it might reasonably be assumed that there would be no difficulty in finding an adequate supply of suitable officers without further delay. Whether justifiably so or not, it is certainly believed that the appointments in question are not sufficiently attractive to officers of the Regulars. The adjutants of some battalions which have detachments scattered over a large area have really a good deal of work to perform, especially when the time necessarily expended in journeys is taken into consideration. The allowances granted to such officers are also generally deemed insufficient. Another reason why keen officers hesitate to accept the appointment of a Volunteer adjutant is that they fear that at the end of their term they will be at a disadvantage, for an opinion prevails in some quarters that a Volunteer adjutancy is a very "soft job." Possibly some officers have found it so, or at any rate made it so, but by far the larger proportion have worked consistently hard and conscientiously, and it is not impossible that the advance and success achieved by the Volunteer Force in recent years have been largely due to the efforts of the adjutants, who are a living link between their brother officers in the Army and those of the Volunteers.

It cannot be denied, however, that it is no mean tribute to the capacity and knowledge of Volunteer officers that they have been able in such numbers to step into the gaps and efficiently carry on the work of the adjutants and instructors. So successful, indeed, have they generally been, that it is not surprising that many correspondents advocate that these positions should for the future invariably be filled by officers of Volunteers. This is an opinion, however, with which we do not at all agree. Quite apart from the regimental work, most Volunteer officers have their own civilian vocation to occupy by far the greater portion of their time, and it can hardly be expected that their ability and knowledge, however great, would be so unhesitatingly allowed as they generally are by all ranks of a Volunteer corps as regards their adjutant who is an Army officer. There are still many who can remember when all the adjutants of Militia, Yeomanry, and Volunteers were retired Army officers. Excellent work was performed by many of these, but it was found that frequently the retired officers who had settled down in such appointments showed a tendency to become fossilised and lose touch with the Regular Army. The system was therefore wisely changed, and now a keen Volunteer officer would be far less likely to omit to keep himself up-to-date in matters military than many an adjutant serving under the old regulations. It must be repeated, nevertheless, that it is very desirable that an Army officer on the Active List should fill the position of adjutant in every corps, and it is possible that some of the difficulty at present experienced in effecting this desideratum would be removed if a Volunteer adjutancy were made a three year, instead of a five year, appointment.

There seems to be a certain amount of discontent in connection with the formation of a Border regiment of Imperial Yeomanry. Naturally the feeling is almost entirely local, but it can be appreciated by those who are acquainted with the district. It appears that in the early days of last year it was proposed to raise a regiment of Yeomanry in the Border counties, and the recruiting was to be carried on in the counties of Wigton, Kirkcudbright, Dumfries, and Roxburgh. The project was energetically worked, and promised most successful results, but in the end the formation of the corps was not sanctioned, as the authorities were of opinion that the district could not support another Yeomanry corps, and that it would be better for the men who contemplated enrolling to join either the Ayrshire or the Lanarkshire Regiment. At first sight the geographical dovetailing of Ayrshire and Lanarkshire into the more southern counties would seem to render the decision most reasonable. But those who are not ignorant of the great Lowther range of hills cutting right across Scotland from Loch Ryan to St. Abb's Head, and virtually severing completely the Border counties from Ayrshire and Lanarkshire, will recognise that the suggested alternative could not really be conveniently adopted, and will not feel surprise to learn that the project fell through entirely. It has, however, been quite recently announced that the War Office has sanctioned the formation of a squadron of the Lanarkshire Imperial Yeomanry in Dumfriesshire, to be called the Dumfries Squadron. This notification has, nevertheless, been locally not altogether well received, and indignant letters have been written asserting that interest has been, in some way, brought to bear in order to preserve the Border counties as recruiting grounds for the two more densely populated counties, which, it is suggested, should certainly be able to maintain their own corps within their own boundaries. Possibly there is both truth and reason in the remark, but at the present time, when so many causes tend to keep all branches of the Auxiliary Forces below strength, it cannot but be regarded as unfortunate that local feeling should be allowed to run so high as to risk any check to recruiting for the Service at large, the interests of which should surely be considered before minor points are allowed to exert any influence.

Another much-debated question which has again been lately raised is the propriety of Volunteer officers making use of their military titles in civil life. To a great extent we have always considered that the problem can generally be solved by the individual himself. A Volunteer major holds the King's Commission as such, and has therefore a right to assume the title; but to do so in his civilian capacity would often be clumsy and inconvenient, and therefore few Volunteer officers invariably use their military rank. In the case of a man of leisure, who lives on his private income, and perhaps has no absorbing hobby except Volunteering, there might appear to be less objection to the use of military rank; but, as a matter of fact, such officers are usually the most reluctant to be socially addressed by a military title, possibly from fear of being thought to be trying to sail under false colours and appear to be what they are not. It may reasonably be considered, therefore, that the whole question may be left to the discretion and good taste of the individual officer. The point, however, which has again brought the subject before the public is how it will affect the Volunteer officer who has served in South Africa and has been granted honorary Army rank. The same objections which, perhaps, prevented him from assuming a military title before he had seen active service, will very likely be equally potent on his return to his usual life. Yet if he is not to make use of it, may it not well be asked what object is gained by conferring it? Personally, however, we think that those Volunteer officers who are chary of socially assuming military rank err on the right side. If a Volunteer officer is always to be addressed by his military title, then his brother in the ranks should also be called by his military title. But there is no desire that the last should be carried out.

The notification to Army Corps commanders that the Auxiliary Advisory Board to assist the War Office on Militia, Yeomanry, and Volunteer questions has been finally fixed, will cause general satisfaction throughout the Reserve forces. By means of this board it is hoped to overcome the mistakes which are apt to be made by the military authorities in dealing with non-professional soldiers, which errors are nearly always caused by ignorance of the peculiar and varying circumstances of the members of the different sections of the Auxiliary Forces. The names of the officers chosen to represent the interests respectively of the Militia, the Yeomanry, and the Volunteers should be sufficient guarantee that the authorities

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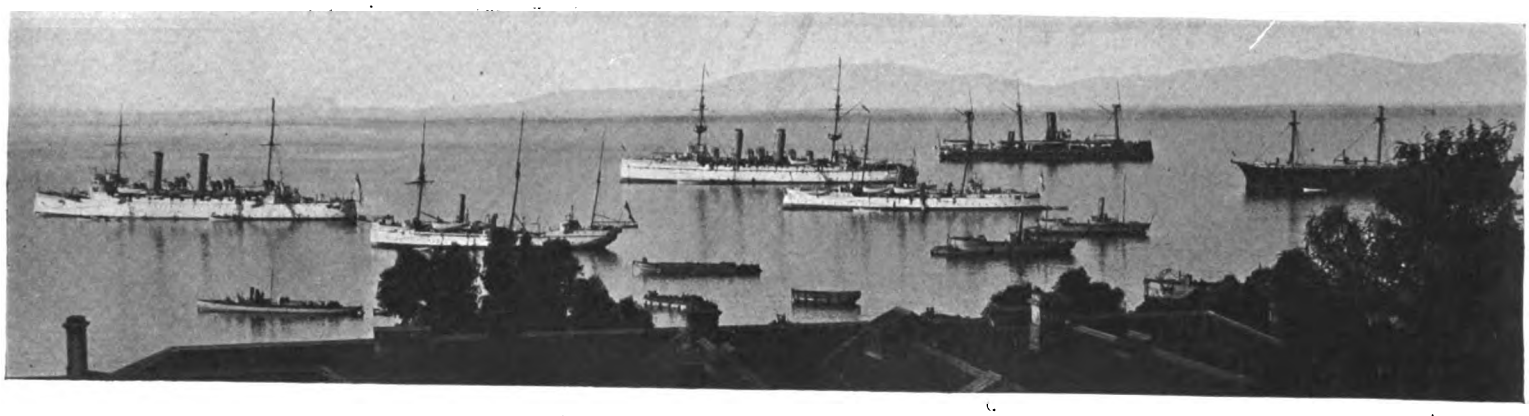
will always have the benefit of the advice of thoroughly experienced officers, who are, moreover, "men of the world," and mostly well known in circles outside the forces to which they belong. Had such a board existed a little earlier, probably much, if not all, of the agitation caused by the first issue of the revised Volunteer Regulations would have been avoided. In accordance with the provisions of an Army Order of last July the Artillery and Engineers, as well as Infantry, are represented on the Advisory Board, and there is now every reason to hope that the administration of each branch of the Auxiliary Forces will be really efficient.

TRAINBAND.



A BRITISH SQUADRON IN TABLE BAY.

BRITAIN BEYOND THE SEAS.

A Weekly Study of Colonial Naval and Military Interests.

By IMPERIALIST.

THE appointment of Admiral Sir Frederick Bedford, G.C.B., to be Governor of the State of Western Australia, is another notable step in that process of historical federation which is going on in the British Empire quite outside the scope of passing, and often petty, controversies. It is impossible to measure in words the real influence which the selection of men like Sir Frederick Bedford, Sir Harry Rawson, Sir George Clarke, and Sir Herbert Chermside for Colonial Governorships must have upon the development of our Empire as a whole. Even taking such appointments individually, there must be included in any calculation of results the seed of sound opinion which men of this stamp leave behind them, and which must germinate sooner or later in a rich soil of shrewd and brisk intellectuality. But when four such Governors are placed in one federation of States, the collective consequences are almost beyond speculation. As a higher Advisory Council, such a quartette of authorities, sagacious, experienced, and clearly abreast of the most recent developments in their respective branches, must command practically unlimited respect. But it is even more impressive to reflect upon the massive and altogether indefinable influence which the mere presence in high offices of these four distinguished members of the Imperial Fighting Services must inevitably have upon the ultimate expression of Australian opinion on Imperial Defence questions.

Upon these last, and upon passing eccentricities of Antipodean logic in the same connection, we had something to say last week, and it may well be doubted if a better corrective of such erroneous doctrine as that formulated by the *Melbourne Age* could be found than the appointment of yet another Naval officer of very high distinction to an Australian Governorship. That Sir Frederick Bedford, any more than Sir Harry Rawson, will "let himself go" in combating any foolish heresies on the subject of Australian Naval defence which he may find in the local Press, is not in the least likely. But one can hardly imagine a responsible paper continuing for any length of time to lay down the law upon matters of Naval strategy and so forth when it knows that its efforts are provoking either amusement or contempt in the minds of such resident experts as the Governors of New South Wales and Western Australia.

The controversy with reference to Australia's unwillingness to contribute to the support of an Australian Squadron, unless on the understanding that the squadron in question is never withdrawn still rages, and it may be some time before anything like a common platform is reached. There may be some who regret that a stage should ever have been reached in which such phrases as "shabbiness," "want of sense," and so forth have been, perhaps necessarily, used. But, on the other hand, there is much virtue in plain speaking, and it is a virtue which appeals with particular force to a young and vigorous nation like Australia. Least of all is it desirable to draw red herrings across the track in the shape of quibbles as to the precise meaning which is attached to expressions such as naturally slip out in the heat of sincere and well-meaning argument.

The real danger appears to lie in the frequent opportunities that exist for radical misconception. In the first place, it is surely desirable now to shelve, for a time at least, any allusion to a contemplated Australian Navy run by Australia on her own lines, and officered and manned entirely by Australians. We have ourselves expressed sympathy with such ambitions, although they do not exactly harmonise with the ideals of Imperial Federation to which we, in common with all true Imperialists, look forward. But for the present the notion is simply impracticable. Australia cannot afford to form and maintain a Navy of her own without crippling herself to an extent which would soon be painfully apparent in the shape of very serious results indeed. There is no sense in arguing the point. The simple fact remains, beyond which you cannot go without becoming involved at once in a swamp of miry possibilities and almost equally disagreeable certainties. But until, as suggested above, the idea of an Australian Navy is temporarily set aside as a wholly nebulous hypothesis, it is extremely difficult to take a clear view of the questions that remain. For it is increasingly clear that five or six out of every ten Australians are imbued with the delusion that, if it cannot bend the Imperial Government to its will in the matter of the subsidised squadron, the Commonwealth can readily make its own adequate arrangements for Naval defence.

With regard to the remaining question whether, in consideration of an annual subsidy of £240,000, the Imperial Government should covenant always to leave a sufficient proportion of the Australasian squadron in Australasian waters to ensure its Naval security, there are two arguments, to one of which the *Times* has given attention, while the other seems to have escaped notice. The first is that, suppose we were to lose command of the sea, no squadron which conceivably could be left to guard the coast of Australia and New Zealand would afford anything like real security. That is the mere A B C of Naval strategy. Let us take, by way of example, the wildly possible contingency that a combined French and Russian fleet were threatening India. In such a case the Australian Squadron might be required to reinforce the East Indies Squadron, with, probably, unpleasant results for the enemy. Such a course would obviously tend to the security of Australasia, which few foreign fleets would be likely to attack after an interview with such a combination as the Admiralty would assuredly bring against an enemy as soon as the latter commenced to threaten any of our Colonies. But, according to the Australian idea, any reinforcement of the kind suggested should be prohibited, although presumably, if Australia were threatened, she would have no objection to the reinforcement of her squadron by ships from the East Indies or China stations. Yet how would Australia profit if a combined French and Russian fleet, after crippling our East Indies Squadron, were to come along to Australia and overwhelm its comparatively weak Naval defence? Would it not bitterly regret its folly and selfishness in not leaving the Admiralty to carry out in its own way its conception of the policy so finely enunciated by Lord Selborne at the Colonial Conference, namely, that the solitary task

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of the British Navy in war must be to seek out the ships of the enemy, wherever they are to be found, and destroy them?

The other argument to which we seek to draw attention is this: Australia wishes to pay us £240,000 only on the understanding that we always leave a substantial portion of the subsidised squadron in Australasian waters, however much we may need it elsewhere. Now, even Australians readily concede that the annual subsidy mentioned will not by any means compensate the Admiralty for the cost of maintaining the squadron, more especially when the additional pay of Australian seamen comes to be considered. If the squadron is to be regarded as, for the most part, inseparable from Australia, then the latter is making an altogether one-sided bargain. She is, in fact, positively asking the British taxpayer to contribute a substantial sum towards her Naval defence without getting anything in return beyond a promise of help "if she chooses." Taking into consideration the fact that we pay 15s. 2d. per head for Imperial defence as against the 1s. per head paid by Australians, this view of the case is a very serious one.

Australia contends that it is we who want to make a one-sided bargain, by obtaining a subsidy without giving an effective guarantee in return. Of course, if Australians cannot realise that the warlike use of a term like "guarantee" may be a little short of mathematical accuracy, there is nothing more to be said. But the guarantee offered by this country should be fairly acceptable to most reasonable minds. Subject to a definite Naval policy, which is the outcome of hundreds of years of practical experience, this country offers to Australia, as to every part of the Empire, "the best and most effective protection against over-sea attack which the resources at its disposal can afford." We ask a volunt[ary] contribution in return, but no contribution short of [an] absolutely complete indemnification for every farthing spe[nt] in ship construction, the training and pay of officers and men and the maintenance of the squadron down to the ve[ry] smallest detail, would justify us in acceding to the dema[nd] that the Australian Squadron should not be liable to [be] detached, if the Admiralty thought fit, for Imperial service. If Australia were prepared to pay on the basis suggested a fresh argument might be possible, although even then we should probably be at some sacrifice in the matter of lendi[ng] valuable officers and men for whom we could find good [use] in other directions.

Much is made of the term "taxation without represen[ta]tation," but it is quite absurd to talk of the shilling per he[ad] of population which we ask Australia to pay for Nav[al] insurance in this misleading manner. For, after all, it [is] rather a question of insurance than taxation, more especially as the contract is so purely voluntary. This view, by the way, accentuates the unreasonableness of the Australian attitude as regards the non-employment of the Australian Squadron for general purposes of Imperial service. It sug[-] gests the idea of a man going to an insurance office, and saying, "I am willing to insure my life for, say, £1,000, and I will pay you, say, a yearly premium of £40. But you must give me a position in the office, a directorship or something of that sort, in order that I may help you manage your business. Also, I must ask you not to speculate with the £1,000 you are going to pay my heirs at my death. That sum must be put in a separate bag by itself, and I should like to keep the bag in my possession so long as I pay you the £40 a year!"

ROUND THE MILITARY CLUBS.

By RANGE-FINDER.

IT would be interesting if one could probe the feelings of the Conservative party with regard to Mr. Brodrick's action over the recent bye-election at Newmarket. It cannot be said with any certainty that the Secretary of State's attitude in the matter of General McCalmont's candidature actually lost the Government the seat, but it is sufficiently suggestive to add another rift to the great gap of want of confidence which the Army has felt all along with regard to the present appointment, an opinion upon which the flabby Opposition is agreed, and upon which even the Conservative party has become uncertain. In fact, I do not think that I am betraying any confidence when I say that the consensus of public opinion on the matter of the War Office is such, that machinery is about to be put in motion which will give such voice to the public feeling on the subject that there will remain only one course for the honourable Secretary of State to pursue. But, all said and done, we must give Mr. Brodrick credit for having been sincere. That his energy is misdirected is the sole charge I make against him. He is a bricklayer trying to do stonemason's work without the skill and knowledge of the latter, and with all the robust but ordinary talent of the former. There is much to admire in him; but as to our Army, those traits which call for admiration in Mr. Brodrick are valueless, and we cannot afford to be sentimental.

The new party which the younger school of Liberals is trying to fashion out of the ashes of the defunct Opposition, is, we hear, to be armed with the same weapon, with the same cry, that has so often proved to be meaningless. "Army Reform" is to defeat the present stagnant Cabinet, and doubtless will defeat the next and next, and so on. But in the meantime we get no forwarder; we do not even know what we most want when we shout in common with the other electors for Army Reform. And this is the trouble. Nor of the men who do know will there be two who will be able to agree over the nature of the reform which is most necessary for the nation. The whole thing is a catchword, of the meaning of which all but a few are ignorant, and that few do not agree except in bare essentials. The one inveighs against the subordination of Military Executive to the civilian will; another maintains that the whole evil arises from the vesting of patronage in single hands; a third will have it that there should be a pageant head, with a working Chief of the Staff; another that the Commander-in-Chief should be paramount and *ex-officio* a Cabinet Minister on Military questions, irrespective of the Government; and so on and so on *ad infinitum*. Consequently it is really very difficult even for the intelligent non-military reader to arrive at a true estimate of what the great clap-trap phrase "Army Reform" precisely means; and it would take six long article[s] in these columns really to tell him. Consequently it is by no means a title of worthlessness to say that Mr. Brodrick has failed in his tenure of authority in Pall Mall. It is a position in which only a genius could succeed, and Mr. Brodrick has only done what any other *ordinary* man would have done. But having given him a fair trial, it is time that the work of Army Reform was put in the hands of some man showing more evidence of genius than the honorary colonel of the Surrey Yeomanry.

Mentioning the word Yeomanry reminds me of the complaints which I have heard about the officering of the new home Yeomanry. If you will look at the Army List you will be surprised to see how short all regiments are of junior officers. The reason is simple. The authorities have made the holding of commissions by men of moderate means impossible. For instance, a man must have £300 to £600 a year before he can think of accepting a commission in the Yeomanry. He is required before he does his second training to give up at least a whole month to attend a Yeomanry school of instruction. That is, in his first eighteen months he is required, including his trainings, to give up two months exclusively to the Yeomanry, which rewards him, as a subaltern, with just about £50. But the men who give up their time for this reward are, in the majority of cases, professional or business men, who in the ordinary course of events would be able to get perhaps six weeks' leave from their various employments. It is a big thing to ask a man who looks for short recreation once a year in the hunting-field, or yachting, or shooting, or in Continental travel, to give all this up in the Imperial interest, to become a schoolboy again at Aldershot, especially when it is remembered that no man can hope a commission in the Yeomanry without considerable monetary sacrifice. The annual camp, over and above his pay, will cost the subaltern officer £15; casual subscriptions and entertainments another £15 in the year; the hire of horses for casual drills, £10 at the very inside; up-keep of uniform another £10; addition to his income-tax on account of his training pay, £5, if his income is under £700 per annum. Here you have as a simple calculation £55 per annum, which is the very lowest scale of expense a commission will incur—in most corps it would be quite £100—while over and above this there is always the original cost of uniform and saddlery, which in the cheapest corps will be £50, and in the more expensive may be £75 to £150. By making certain sacrifices men will face the monetary troubles; but when it comes to sacrificing time as well, the circumstances become impossible. Nor can the country expect them to sacrifice both time and money.

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THE MEDITERRANEAN SITUATION.

THE protest made against the passage of Russian destroyers through the Dardanelles, in evasion, if not in defiance, of the Treaty of Paris, combined with the threatening situation of affairs in Morocco, which is a country as likely as any other in the world to lead to a breach of international peace, has caused many eyes to be directed to the dangers and the state of affairs in the Mediterranean. That sea is not any less than it ever was the centre of the civilised world, and the scene of many aspirations. It was the pathway of Napoleon's ambitions, and the successive steps of Malta and Egypt were the way of his projected advance towards India. Talleyrand laid down the whole scheme. It has long been the dream of Russia to gain her place in its waters when the time should be ripe and her Black Sea defences secure. France has long cherished the hope of making the western basin a French lake, and her possessions in Northern Africa threaten to spread to the overwhelming of a part of Morocco. Spain looks on with fear lest she should be cheated of what she regards as her inalienable rights on the dismemberment of that distracted country, an event which she regards as sooner or later certain to occur. Thus, wherever we look we find the Mediterranean the object of national ambitions, and therefore the source of many international dangers. This country can never abandon her right to exert a leading control of its waters. Egypt alone would keep us there, and anything that threatens to bring new forces into the pathway of our communication from West to East should never fail to arouse the watchful care of Ministers.

The protest raised, therefore, against the passage of the Russian destroyers is no more than was to be expected. The only fear is lest protests of this kind should be made rashly, without fully weighing what the consequences may be. They should be backed by force to give them weight, lest they should be taken as mere idle words. The pretension of the Russian Government that a war-ship ceases to be a war-ship when her guns are removed, with the avowed purpose of evading treaty stipulations, is an unworthy paltering with words, and it would have been unworthy of us to admit such a fiction. No question was raised when the battle-ship "Georgi Pobiedonostzeff" recently passed the Bosphorus, carrying the Grand Duke Nicholas Nickolaivitch to pay a visit to the Sultan at the Golden Horn, at the close of the Shipka Pass festivities, on October 2. The proceeding was, however, high-handed, because the stipulation in the Turkish Circular of 1868 is that the entry of the Straits shall be permitted only to war-ships carrying monarchs or the chiefs of independent States. The Grand Duke was neither, though it is true he was the bearer of an autograph letter from the Czar. It is,

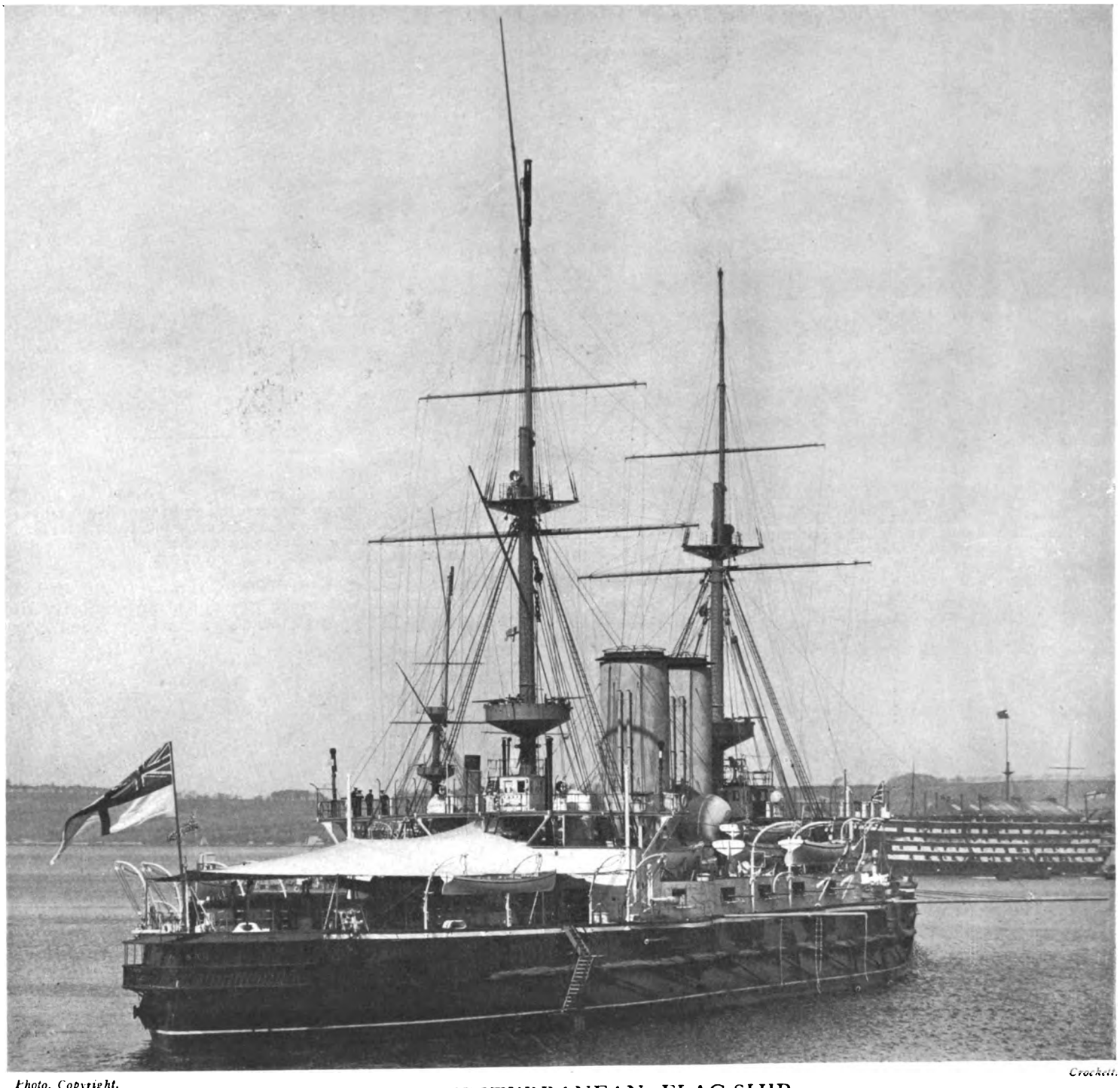

Photo. Copyright. *Crockett.*

THE MEDITERRANEAN FLAG-SHIP.

The "Bulwark," which flies the flag of Admiral Sir Compton E. Domvile, K.C.B., as will be seen from our illustration, is a most noble-looking battle-ship. She was laid down March 20, 1899, and launched at Devonport October 18 in the same year. She has a displacement of 15,000 tons and an I.H.P. of 15,000, giving a speed of 18 knots. Her armament consists of four 12-in. (50-ton) breech-loaders, twelve 6-in. quick-firers, eighteen 12-pounder quick-firers, six 3-pounder quick-firers, and eight machine guns. She also carries four torpedo-tubes, two submerged forward, and two submerged aft. Her complement, as flag-ship, is 789 all told.

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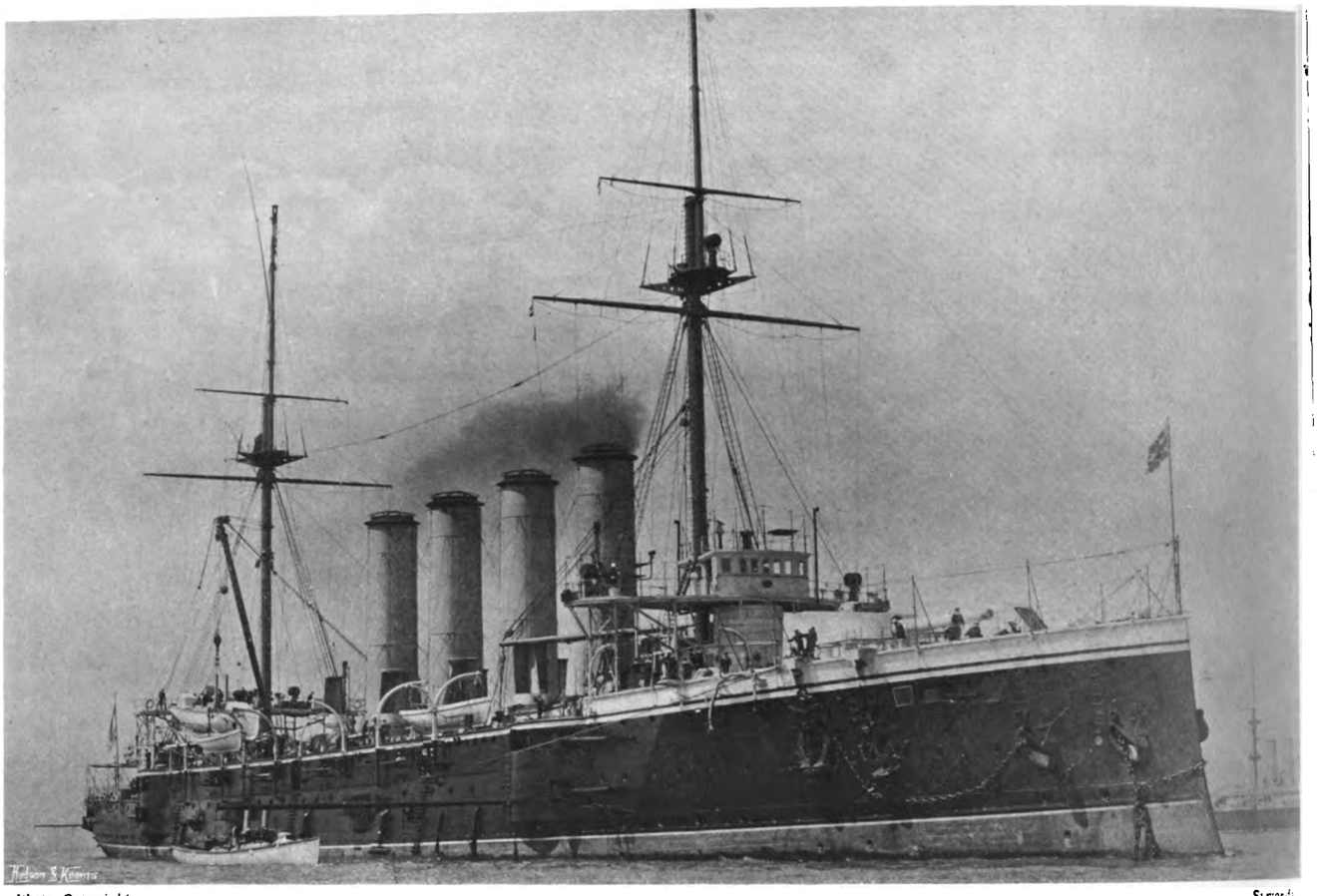

Photo. Copyright. Symonds

THE "SUTLEJ."

The first-class armoured cruiser "Sutlej," laid down August 15, 1898, launched at Clydebank November 18, 1899, is a sister ship to the "Bacchante," which is now the flag-ship of Rear-Admiral Sir Baldwin W. Walker, Bart., C.M.G., for the cruiser division of the Mediterranean Fleet. Her displacement is 12,000 tons, with an I.H.P. of 21,000, and a speed of 21 knots (N.D.). Her heaviest guns are 9·2-in. and twelve 6-in. quick-firers, in addition to which she has fourteen 12-pounder quick-firers, three 3-pounder quick-firers, and eight machine guns. She is also fitted with two torpedo-tubes, both submerged. Her thickest armour is 6-in. She has a complement of 700.

however, significant that this visit in October had been preceded by the issue of the iradé for the passage of the destroyers on September 18, the Sultan having weakened in his earlier decision to refuse the right. It was therefore necessary for a protest to be raised, lest an exclusive right for Russia should be put forward based on a precedent.

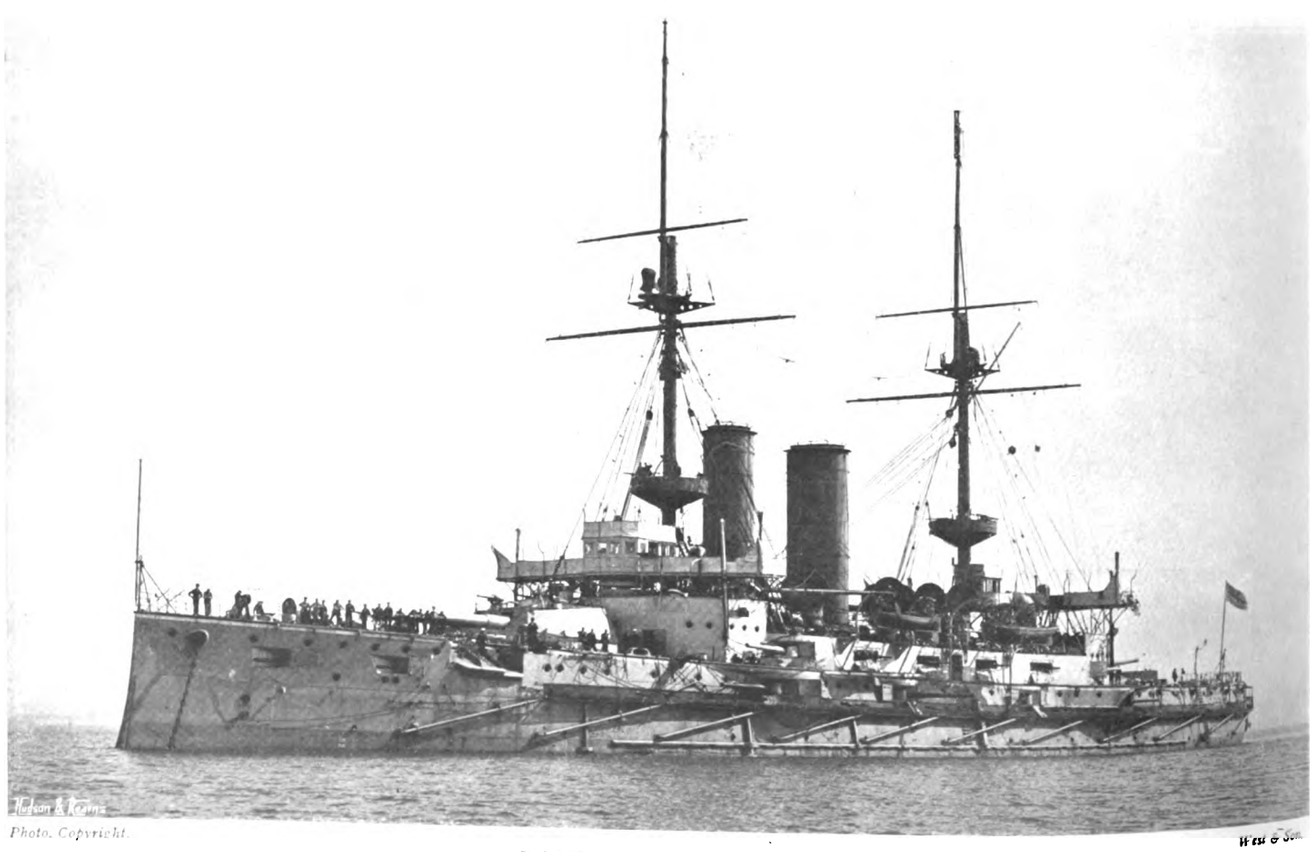

Photo. Copyright. West & Son.

THE "VENERABLE."

The first-class twin screw battle-ship "Venerable" flies the flag of Rear-Admiral Reginald N. Custance, C.M.G. She was laid down at Chatham January 2, 1899, and launched from that yard November 2 in the same year. Her boilers are of the Belleville type with economisers. The "Venerable" is a sister ship to the "Bulwark," and has the same characteristics which will be found given under the picture of that vessel. Another ship of this type on the station is the "London."

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A BATTLE-SHIP CLEARED FOR ACTION.

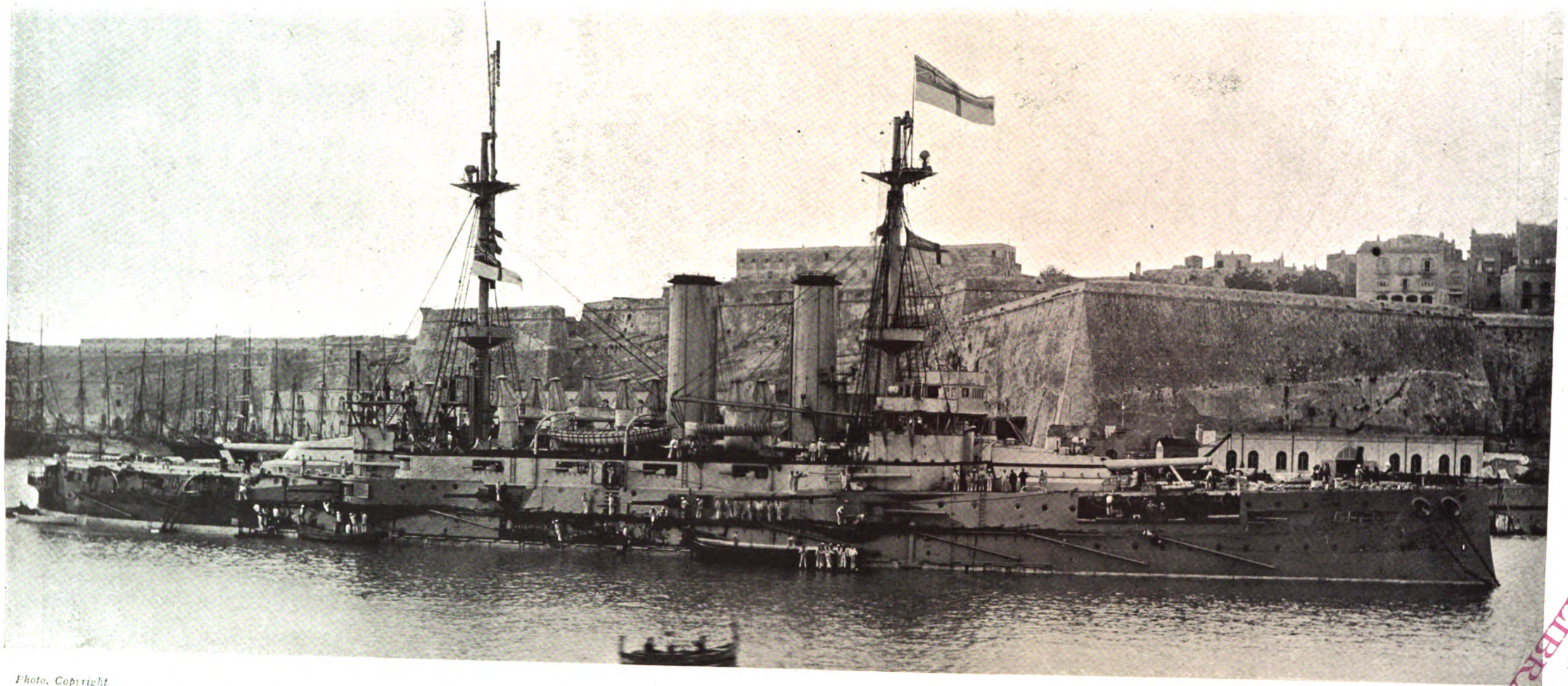

Photo. Copyright *Cribb.*

The first-class battle-ship "Implacable," of the Mediterranean Squadron (Captain R. C. Prothero, C.B.), of 15,000 tons, and 15,000 I.H.P. She mounts four 50-ton 12-in. guns, twelve 6-in. quick-firers, and sixteen 12-pounders, and can steam 18 knots.

Our illustration shows the first-class battle-ship "Implacable" cleared for action, lying moored in Malta Harbour. All gear has been removed from the line of fire; the light pole masts are struck; the boats are "laced" to prevent splinters flying; the numerous metal ventilators are replaced by canvas ones. Observe the complete clearance of the decks in the vicinity of the two pairs of barbette guns. The men at work on the hull are painting it the new "invisible" colour. Three ensigns are displayed. These preparations for battle (except the painting) can be made in a few minutes.

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THE MEDITERRANEAN SQUADRON

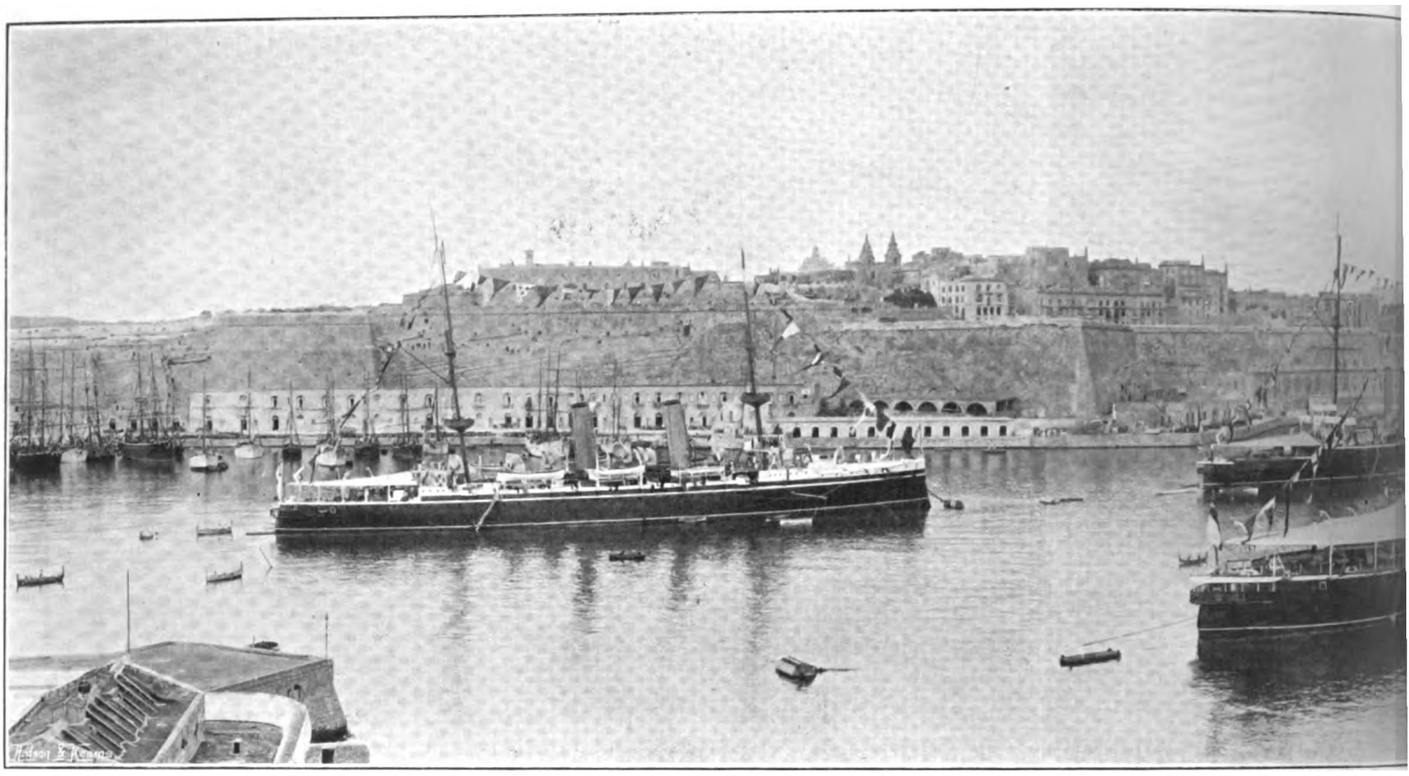

Photo. Copyright.

A PANORAMA OF THIS NAVAL STATION.

In the Treaty of London, 1841, the Sultan affirmed his resolve to close the Straits against the war-ships of the Powers, and Russia solemnly promised to observe the principle laid down. The condition was definitely reaffirmed by the Treaty of Paris, 1856, which followed the Russian War, and, when Russia repudiated the Black Sea clauses, she agreed under the Treaty of London, 1871, to respect the closure of the Straits. As a matter of fact she has never desired to see the ships of foreign Powers in the Black Sea, though it has been foreseen that the day might come when her position in these waters might be so secure that she would venture the danger. It is not perhaps likely that she contemplated this when she wrung the recent iradé from the Sultan.

England is happily not the only Power affected by this matter, and though Germany and France may well stand aloof, other States are not content to see a new Mediterranean danger arise. The Roumanian Government endeavoured to pay off Russia in her own coin by demanding the right to send the "Elizabeth" and the training-ship "Mircea" into

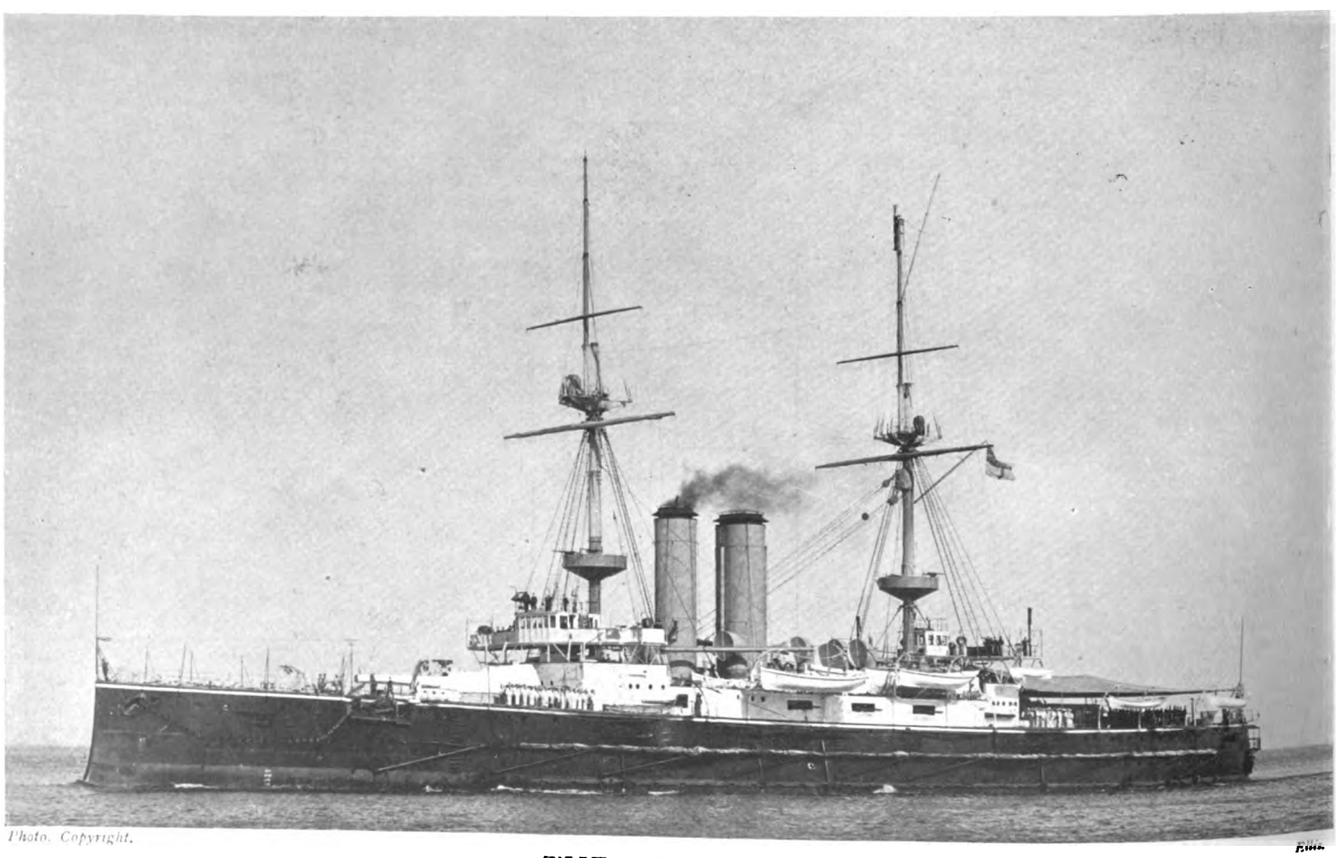

Photo. Copyright.

THE "CANOPUS."

The "Canopus," first-class battle-ship, displaces 12,950 tons, and has an I.H.P. of 13,500, with a speed of 18·25 knots. She was laid down at Portsmouth January 4, 1897, and launched October 13, 1897. Her heaviest guns are 12-in. (46-ton) breech-loaders. She is also armed with twelve 6-in. quick-firers and a number of smaller guns, including eight Maxims. Her complement is 750. She has been ordered to be relieved by the "Russell," of which an illustration appears on the opposite page. The "Vengeance," of the same class, is also in the Mediterranean.

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IN GRAND HARBOUR, MALTA.

Ellis.

SHOWING THE ENTRANCE FROM THE SEA.

the Black Sea, but the probability is that Russia would fight tooth and nail against the Straits Articles of the Treaty being abolished as yet or the privileges being granted to other Powers which she has extorted in this instance for herself.

Much more light is needed for a full understanding of what has occurred, and it would be interesting to know in what way the Russians construe their recent action, or how they harmonise it with the declaration of their plenipotentiary at the Berlin Congress that the principle of closing the Straits was a European principle, and that the arrangement was binding on all the Powers, "not only as regards the Sultan, but as regards all the Powers signatory to these transactions."

The treaty stipulations which have been explained and the desire to evade them by Russia, setting up a new Naval complication, will show that in the Eastern Mediterranean considerable dangers lie. The Western danger seems now less threatening, for the Sultan of Morocco has in some measure been able to reassert his authority. Nothing is more desirable than a stable government in that country, and, much as we may like to see Mulai-Abd-el-Aziz interesting himself in modern

Photo. Copyright. Johnson & Logan.

THE 'RUSSELL."

The "Russell," which has been ordered to relieve the "Canopus," was laid down at Jarrow March 11, 1899, and launched February 19, 1901. She belongs to what was known as the new *Admiral* class, and is among the most powerful vessels afloat. Her heaviest guns are 12-in. (50-ton) breech-loaders, of which she has four in pairs in barbettes, twelve 6-in. breech-loaders, and a number of smaller guns, including eight Maxims.

She has also four torpedo-tubes, all submerged. She displaces 14,000 tons, and has an I.H.P. of 18,000, giving a speed of 19 knots (N.D.).

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civilisation, science, and philosophy, it is impossible not to think that such a parleying with the Infidel is likely to raise the suspicions of Islam and pave the way for revolt. If any Power is to establish itself opposite to Gibraltar, many think we could have no better neighbour there than Spain. We cannot at any rate be content to see the country in the hands of any party to a hostile alliance. France is certainly resolved, however, when the fateful hour of dismemberment occurs, to exert her power in that quarter. Happily, the danger is yet somewhat remote, and no longer gravely threatening.

Nevertheless, with the difficulty of the Straits on the East, and certain conditions which affect the Straits on the West, the situation in the Mediterranean again deserves the most watchful attention on the part of our rulers and not less of the people themselves. Fortunately the present Board of Admiralty has fully realised the importance of the old sea upon which our flag has flown so long. The Mediterranean Squadron, under command of Admiral Sir Compton Domvile, is no longer what it was even a few years ago. Then the ships of the "Royal Sovereign" class were its main force. Now these, with some reconstruction, are taking their positions in the Home Squadron, and are replaced in the Mediterranean by the "Formidables."

To go back no further than the beginning of 1901, when the old state of things had already been changed, we had ten battle-ships in the Mediterranean—the "Ramillies," "Renown," "Royal Sovereign," "Royal Oak," "Empress of India," "Hood," "Victorious," "Canopus," "Cæsar," and "Illustrious." It was a fine and powerful squadron, but when ships of the "Royal Sovereign" class were successively replaced, and the "Bulwark," "Formidable," "Implacable," "Irresistible," "London," and "Venerable" joined the flag, all ships of 15,000 tons, possessing material advantages in protection and armament over preceding classes, the gain was immense. Including the "Renown," "Repulse," "Vengeance," "Victorious," "Ramillies," "Illustrious," "Cæsar," and "Canopus," we have now in the Mediterranean not less than fourteen first-class battle-ships, constituting the finest squadron which has ever flown the white ensign in these waters. The improvement is not yet at an end, for as new ships are completed for the pennant, they will go out, and some of the older ships on the station will then come home.

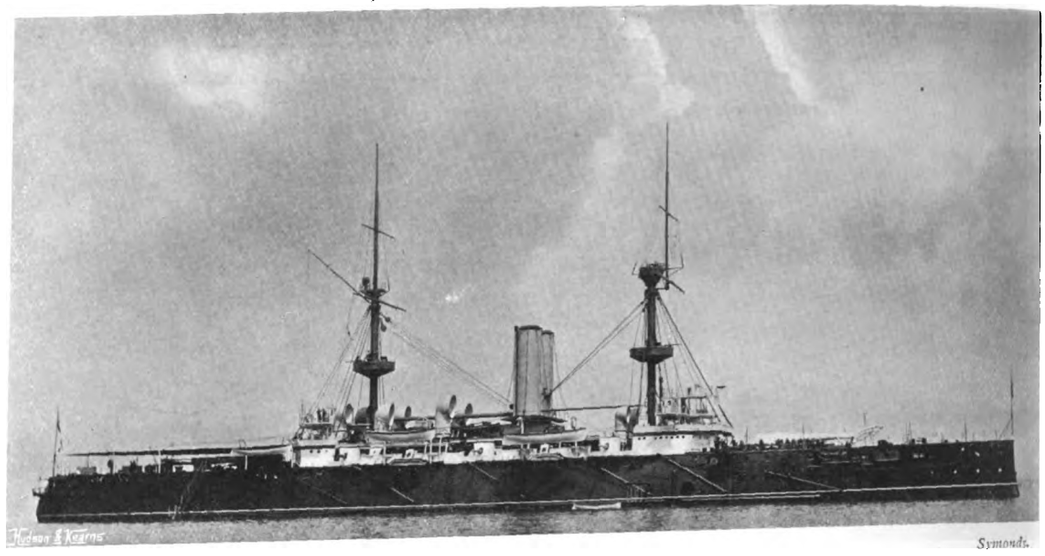

Photo. Copyright. Symonds.

THE "REPULSE."

The "Repulse," battle-ship, laid down May 4, 1889, launched at Pembroke February 27, 1892, has a displacement of 14,150 tons, with an I.H.P. of 9,000, giving a speed of 15 knots. Her heaviest guns are 13 5-in. breech-loaders, and ten 6-in. quick-firers. She has also a number of smaller guns, including eight Maxims. She is fitted with seven torpedo-tubes, two submerged. Her complement is 712.

The cruisers have kept pace with the advance of the battle-ship squadron, and both in character and organisation for duties they are an admirable force, although we will not say even yet adequate for the important work. The magnificent armoured cruiser "Aboukir," of 12,000 tons, was a great addition to the squadron, and is fit to "lie in the line," as the saying goes, and to take her cruising work with her first-class comrade, the "Bacchante." Of second-class cruisers, the squadron now includes the "Diana," "Gladiator," "Vindictive," "Naiad," "Intrepid," and "Hermione." A couple of years ago there were but three vessels of the class in the Mediterranean. The third-class cruisers, including the "Pandora," "Pegasus," "Pioneer," "Pyramus," and "Scout," add to the goodly array, and there is a formidable force of destroyers and torpedo-gun-boats.

The strengthening of the squadron by sending out successive batches of destroyers is one of the most notable steps in the improvement of the squadron. Early in 1901 there were but fourteen, in the next year twenty-one, and now the number stands at twenty. The large force of destroyers constantly in commission has been divided, as in the case of those at home, into three flotillas, each under a commander, with a captain in supreme command. For these flotillas a floating base or mother ship has been found in the "Tyne," and in her the captain lives, provided with a proper staff, including a chief engineer and several artificers, with a very complete workshop, where about 95 per cent. of the defects hitherto remedied at Malta Dockyard will be dealt with. Here also are ammunition supplies, provisions, and every kind of stores for the destroyers.

This arrangement of flotillas is but one part of the work of reorganisation which has gone on within the squadron. Sir John Fisher did much to increase its battle efficiency, and his successor is carrying on the work. The important manœuvres conducted in association with the Channel Squadron have been extremely advantageous, and it is not too much to say that the real value of the squadron has grown in greater degree than a mere account of aggregate displacement would suggest. This is not to say that all that is required has been achieved. The advance is great, but it must still go on, and year by year the squadron will become better fitted for the eventualities of the future.

It must not be supposed, however, that the British

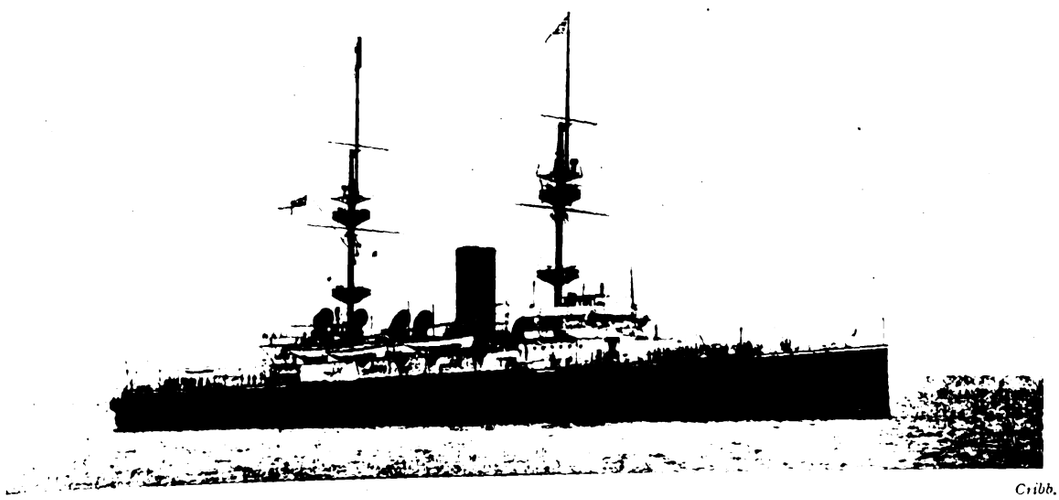

Photo. Copyright. Cribb.

THE "ILLUSTRIOUS."

The "Illustrious," first-class battle-ship, displaces 14,900 tons, and has an I.H.P. of 10,000, giving a speed of 16·5 knots (N.D.). At a forced draught of 12,000 she can attain a speed of 17·5 knots. Her heaviest guns are 12-in. (46-ton wire-wound) and twelve 6-in. quick-firers, in casemates. She has also a number of 12-pounder and 3-pounder quick-firers and eight Maxims. She has five torpedo-tubes, four submerged, and one above water aft. She is also fitted with six searchlights. Her complement all told is 757. Her sister ships the "Cæsar" and "Victorious" are also in Mediterranean waters.

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Mediterranean Squadron is the only one that has progressed in these waters. Its increase of strength has, indeed, been due to the formidable armaments which the French are preparing at Toulon. Lately we heard that officers were being recalled from leave and that the ships were getting ready for sea. They have, in truth, been subjected to a strange *régime* under the "dictatorship" of M. Pelletan at the Ministry of Marine. With reduced complements they were deprived of half their value, and a spirit of disgust and discouragement spread through the squadron. The egregious Minister had even the boldness to sneer at the winter cruises along the coast —the Côte d'Azur — between Cannes and Villefranche, where, he said, their officers were chiefly occupied in going to balls and entertaining their friends in return. Those who know something more than the Minister are aware that the French squadron, complete with officers and men, is a powerful force, and that, just as in our squadron, it has for several years been engaged in the solution of tactical problems. Admiral Fournier, indeed, lately said at a dinner given to Admiral Gervais in Paris, that the tactical plans had been completed by the special committee appointed for the purpose. He added, that though they were not perfect, they were such as he believed would give the French squadron an advantage over an adversary.

Russia, too, has in the Mediterranean a fairly large squadron, quite apart from her Black Sea Fleet, although some of the vessels are merely on passage to the Far East.

Evidently, then, from whatever point of view the Mediterranean is regarded, no one can ignore the fact that its importance is as great now as in any former time. We have no Napoleon sending his Sebastiani to increase French influence in the Levant, and to stir up feeling in Egypt in his favour, while he discussed plans with his admirals for driving us out of the Mediterranean altogether; but there are new conditions that are scarcely less dangerous than those of the Tyrant. France and Russia are allied, and both are growing in strength. While the former is giving new character and homogeneity to her squadron, the latter is tentatively endeavouring to secure the right of passage between the Archipelago and the Black Sea. She is probably not yet strong enough to make the demand for abrogation of the clauses, but we may feel sure that, failing to secure the right of passage reserved to herself, which could only be done by a Muscovite occupation of Constantinople, she will yet feel herself justified in taking that important step.

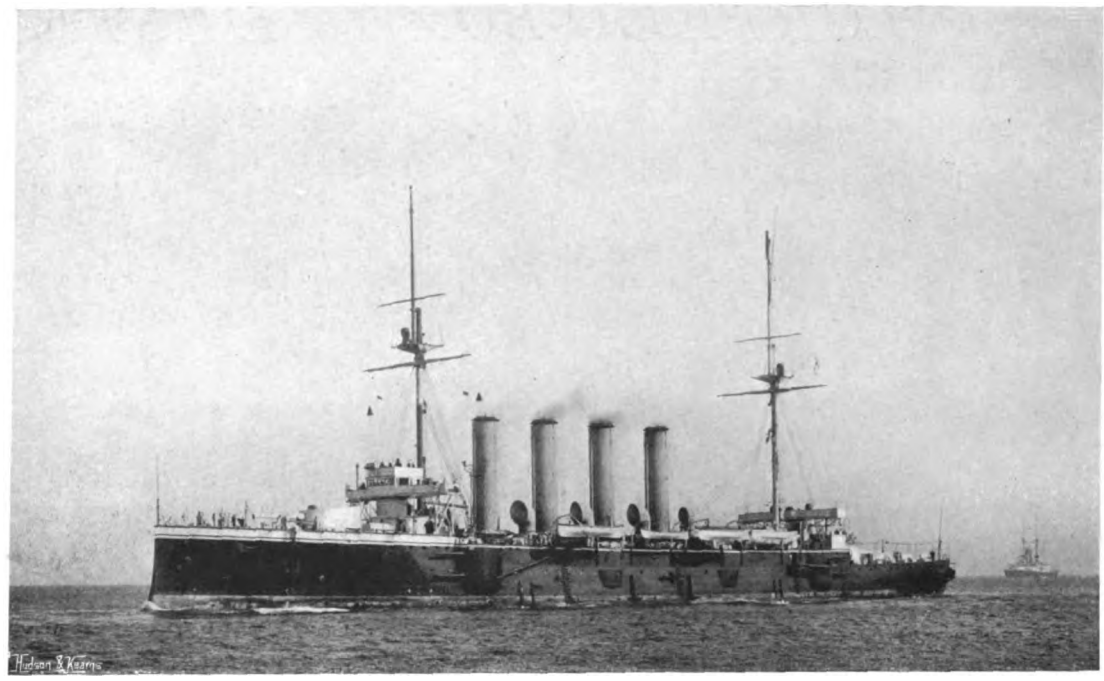

Photo. Copyright. *Ellis.*

THE ARMOURED CRUISER "ABOUKIR."

Whose sister ship the "Bacchante" is also in the Mediterranean.

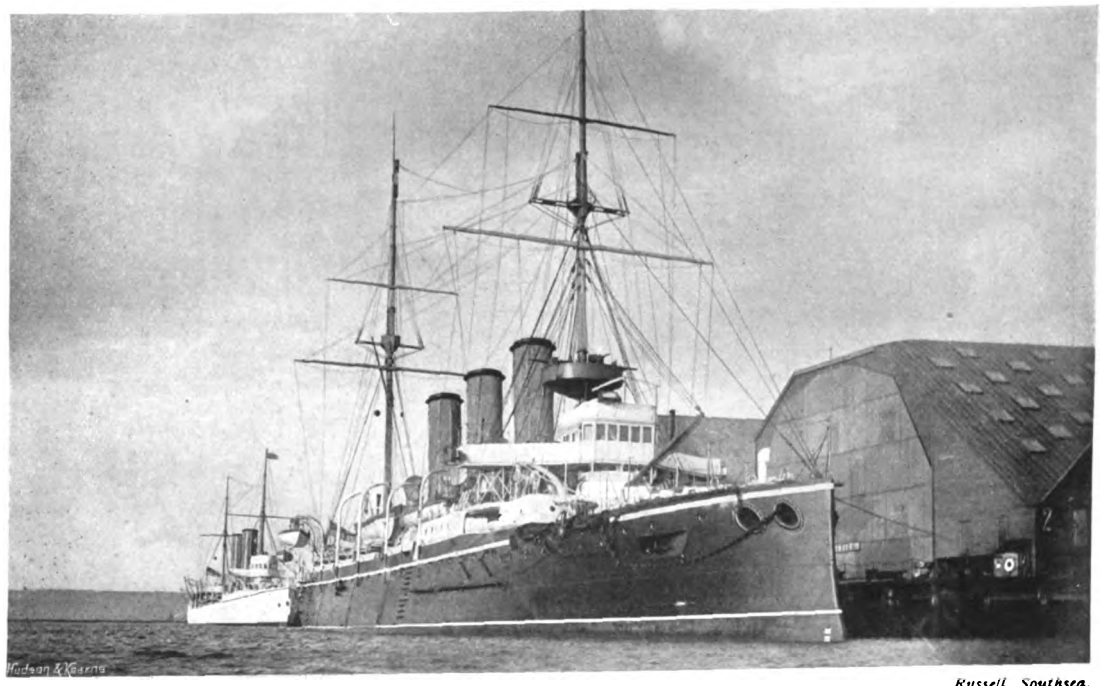

Photo. Copyright. *Russell, Southsea.*

THE PROTECTED CRUISER "GLADIATOR."

The "Vindictive," another vessel of same type, is also on the station.

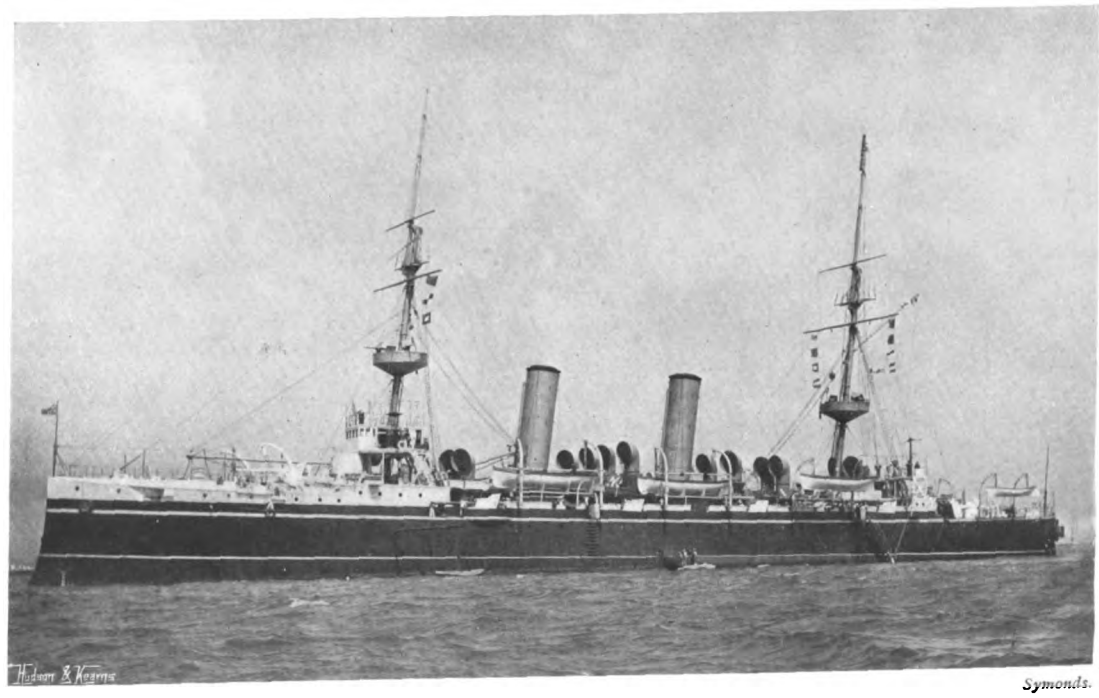

Photo. Copyright. *Symonds.*

THE PROTECTED CRUISER "DIANA."

A useful vessel for scouting and conveying intelligence.

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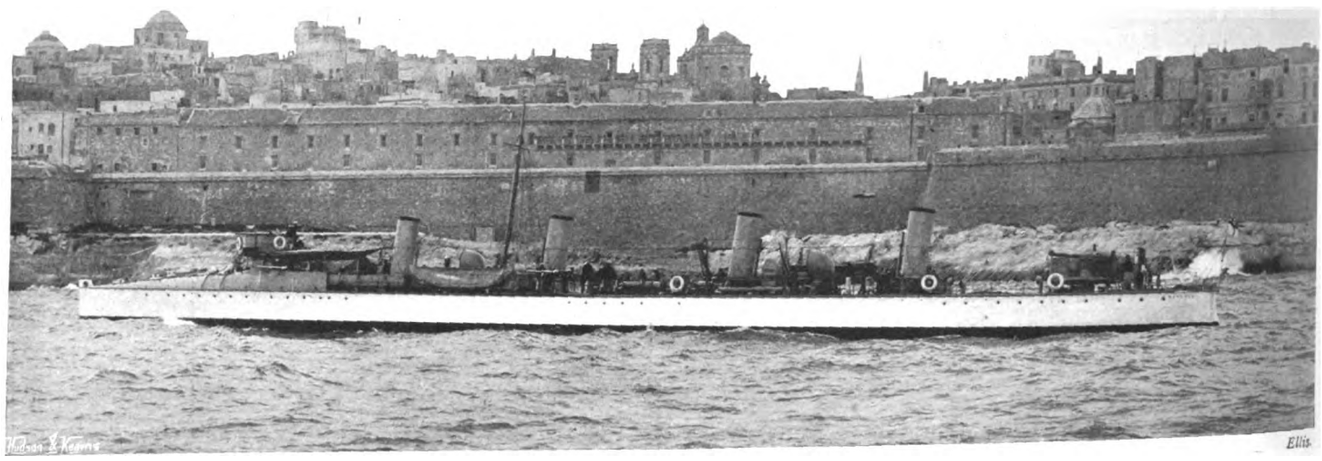
TORPEDO-BOAT DESTROYERS.

Johnson & Logan.

Photo. Copyright.

THE "ARIEL."

The "Ariel" has a displacement of 310 tons, I.H.P. 5,400, extreme speed 30 knots.

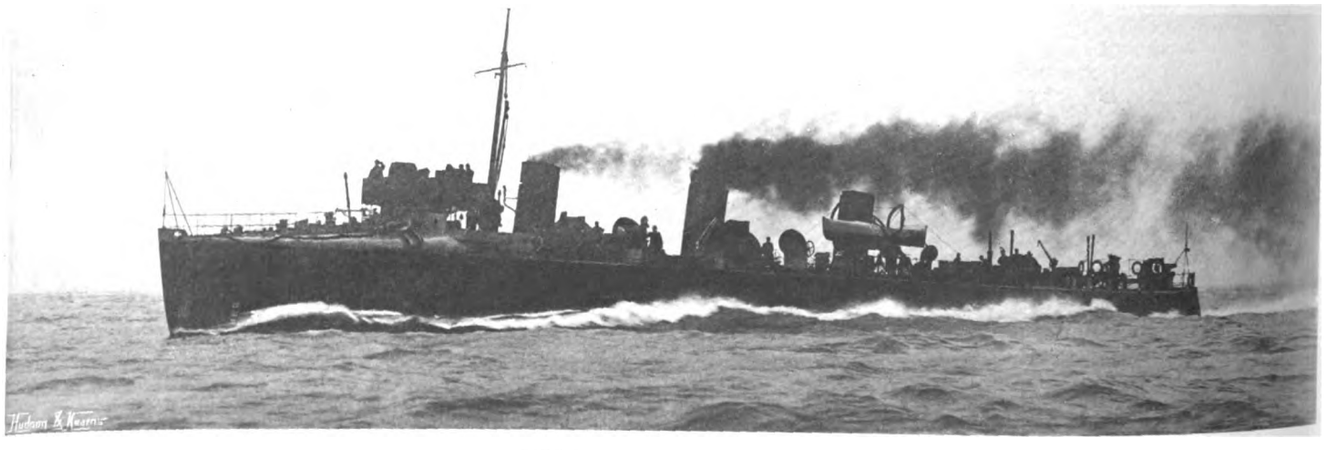


Hudson & Kearns Ellis.

Photo. Copyright.

THE "BANSHEE."

The "Banshee" has a displacement of 295 tons, I.H.P. 4,500, extreme speed 27·9 knots.



Hudson & Kearns

THE "ALBATROSS."

The "Albatross" has a displacement of 395 tons, I.H.P. 7,500, extreme speed 31·5 knots.

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WAR TROPHIES AT CHELSEA. IV.

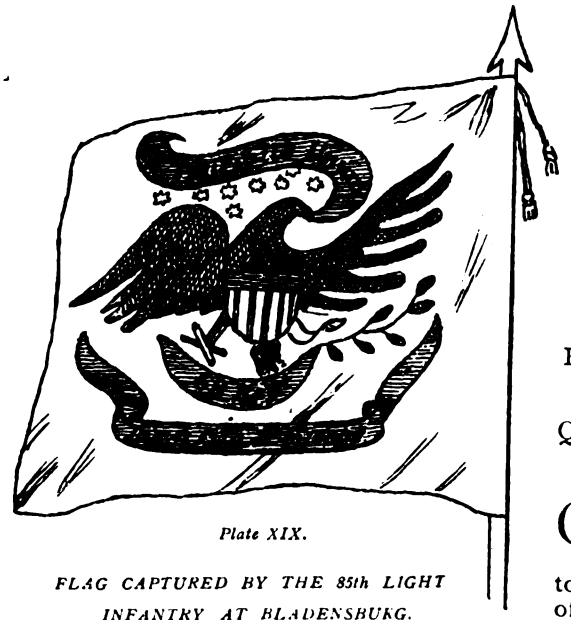

Plate XIX.

FLAG CAPTURED BY THE 85th LIGHT INFANTRY AT BLADENSBURG.

BLADENSBURG, DETROIT, QUEENSTON HEIGHTS.

OF much interest, especially to the Dominion of Canada, are the American Colours, of which there are several in the Chapel and Hall. In our family quarrels with our cousins across the sea we sustained so many reverses—in the War of American Independence, and later on at New Orleans, Plattsburg, and on the Lakes—that it is sometimes forgotten that it stands to the honour of our Regular troops and the Canadian Militia, composed of both Frenchmen and Englishmen, that of the several invasions of Canada in 1812-14 all were eventually repulsed, after much loss to, and the surrender of, large bodies of the enemy. After the battle of Bladensburg—also in this war—British troops were for some hours in occupation of Washington.

The more engrossing struggle against Napoleon in Europe overshadowed these events; but the name of Brock, who then defended Canada, and fell at Queenston Heights, will ever live in the hearts of Canadians.

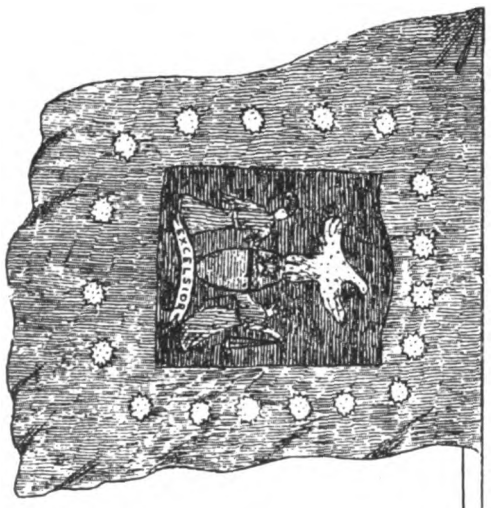

Plate XXI.

AMERICAN FLAG CAPTURED AT QUEENSTON HEIGHTS. (COLOUR OF A NEW YORK MILITIA REGIMENT)

Two small flags, captured by the 85th Light Infantry at Bladensburg (from which action the family of General Ross of Bladensburg takes its title), hang directly under the organ The Rev. George Gleig (whilst serving as a subaltern with the 85th in action at Bladensburg) stepped, in the excitement of the moment, over the white flag of these two. He had received a musket shot in the thigh before coming to it, and a soldier who closely followed him was hit in the ankle in the act of picking it up. (Plate XIX.) The reverse side of this flag is curious. Upon it a female figure, with a helmet on her head and carrying a flag and cap of Liberty, rests her foot on a prostrate man—supposed to represent King George, whose crown is rolling off upon the ground—and stars, arranged in a circular form, surround these figures, with the word "Virginia" on a blue band at top.

The colours of the 4th United States Infantry, which, when General Hull capitulated with nearly 3,000 men, he surrendered to Brock at Fort Detroit, and of the 2nd Regiment, which formed part of the garrison of Fort Bayo, near Mobile—surrendered in February, 1815—are in the Chapel and Hall (Plate XX.), and that captured at Queenston Heights is in the Hall. (Plate XXI.) In this last battle nearly 1,000 men were taken prisoners, and many were driven from the Heights into the river Niagara.

The Quebec *Mercury*, describing this latter colour after its arrival at the Castle of St. Louis, on its way to England, in November, 1812, says "it is made of blue or purple coloured changeable silk about a yard and a-half square with the Arms of the United States on one side and those of New York * on the other — both surrounded by a circle of Stars." The Arms on both sides are still complete, but there is little silk left.

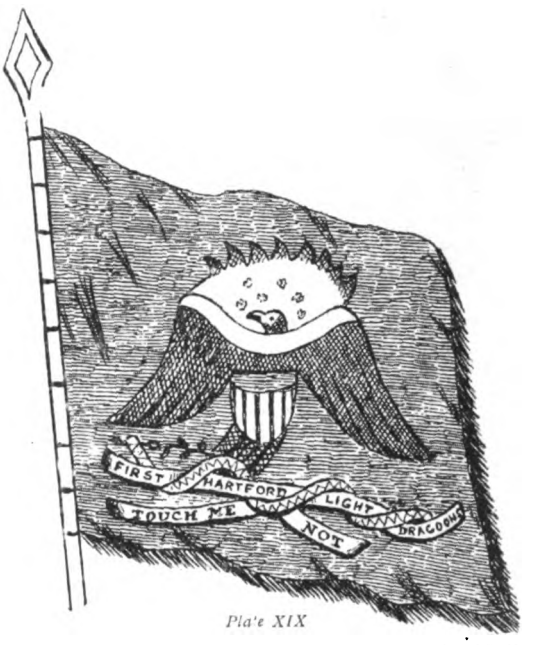

Plate XIX

FLAG CAPTURED BY THE 85th LIGHT INFANTRY AT BLADENSBURG.

The arrangement of the stars in these flags differs much. Occasionally they are placed on a scroll which comes out of the beak of the eagle. Several have disappeared. In none are there more than eighteen, the number of States in the Union in 1812-14.

FRENCH REPUBLICAN FLAGS.

There are many of these in the Hospital. In nearly all the three colours, red, white, and blue, are in some form introduced. Two very large ones are in the gallery of the Hall, and a pair in the Chapel are in excellent preservation. These last are stated to have been taken in Egypt. On one are the words "Republique Française, discipline, et soumission aux lois militaires," the Roman fasces, and a cap of Liberty within a wreath. (Plate XXII.) Also, on the reverse side, "Combat de Montenotte, Bataille de Millesimo, Bataille de Mondovi, Passage du Pont de Lodi, Bataille de Castiglione, Bataille d'Arcolo, Combat sur la Brenta, 1st and 2nd Bataille de Rivoli, Bataille de St. George, Combat d'Anguillari."

By a decree of the Republic of November 28, 1792, tri-colour lozenges were ordered to be placed over the fleur-de-lis which before that had been borne on the colours, and these appear on some of those now in the Royal United Service Institution.

Plate XXII.

FRENCH REPUBLICAN FLAG, BELIEVED TO HAVE BEEN TAKEN IN EGYPT.

It is evident though that this decree was not always carried out, especially in distant possessions. In none of the colours in the Royal Hospital do these lozenges occur. One colour in the Hall is of interest, as having, in addition to the fleur-de-lis, the revolutionary inscription "Peuple Français, la liberté ou la Mort," from which it may be inferred that it was first displayed a year or so previous to the beheading of Louis XVI. in 1793. Another has the fleur-de-lis with the inscription "Peuple Français, l'union fait la force." (Plate XXIII.)

* The American Eagle perched upon the globe above a shield showing the sun rising over the sea. Motto "Excelsior." Two supporters, one bearing a cap of Liberty, the other a figure of Justice with sword and scales. This colour was that of a New York Militia regiment.

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THE "INVINCIBLE" STANDARD.

Around few standards, probably, has there been harder fighting than round this, and few have been the subject of more discussion and more portrayal by brush and pen; but those hoping to see it in a shape at all resembling that in which it waved a century ago will be disappointed. It was taken at the battle of Alexandria, in Egypt, March 21, 1801, from the French Demi-Brigade, termed, from their successes in the Italian Wars, "The Invincibles.' (Plate XXIV.) Alison, in his "History of Europe," says of this battle: "It not only delivered Egypt from the Republican yoke, it decided, in its ultimate consequences, the fate of the civilised world. The charm which had paralysed the world was broken, and on the standards taken by the victors they pointed to the names of Le Passage de la Scrivia, le Passage du Tagliamento, le Passage de l'Isonzo, la Prise de Gratz, le Pont de Lodi." The Duchess of Abrantes also narrates how Junot wept as he recounted the manner in which Bonaparte was affected by the intelligence of this battle, which destroyed his hopes of conquest in the East. According to Wilson's "Egypt," the inscriptions on this flag were "Passages du Pavia and Tagliamento."

The "Invincibles" were practically cut to pieces. Over 600 of them lay, it is said, extended on the ground, thirty-seven of whom perished by their colours, when the remainder laid down their arms.

The 42nd Highlanders, distinguished on many other battlefields, were conspicuous also on this, and it was to Major Stirling of this regiment that the standard of the Invincibles was surrendered. But it was afterwards lost, through the sergeant to whose care it had been entrusted being knocked down and stunned by the French cavalry.

The standard now hanging at Chelsea (apparently this same one) was taken and brought out of the battle by Private Anthony Lutz, of the Minorca (or Stuart's) Regiment (the old 96th), now represented by the 2nd Battalion Manchester, and which had been raised by Colonel—afterwards Sir John—Stuart, who commanded in this battle the brigade in which this regiment served, and became subsequently Count of Maida. Much has been written as to the circumstances of its capture and recapture.

We need only say here that Sir Robert Wilson, in his "History of the Expedition to Egypt," in 1803 writes, "The 42nd Regiment and a private of the Minorca, by name Anthony Lutz, claim equally the trophy," and states that the fact that it was a second time taken by Lutz (who had killed a dragoon carrying it and the horse of another) had been properly attested.

Tancred, in his "Historical Record of Medals and Distinctions," narrates that the Highland Society resolved to have a medal struck, to present to the 42nd, for having taken the colour, but that, as the regiment was averse to this, the idea was abandoned.

In Stuart's Regiment an Order of Merit was subsequently founded, to commemorate the capture, to be conferred in signal cases of bravery, and worn upon the ar (afterwards changed to the l breast of the coat). A ver rare coloured engraving, photograph of whic is in the Hall, sho Lutz with th standard in his hand, an the badge o his arm. I another engraving in the Hall, in which medallio portraits of th general officers commanding i Egypt are place upon a pyramid, Lut is represented at th base with the standar across his knee.

In another engraving the standard is being laid at the feet o Sir R. Abercromby, and i is stated in "Records an Badges of the British Army" but upon what authority I am not aware, that the funds of the Order of Merit in Stuart's Regiment formed afterwards the nucleus of the "Stuart Legacy" left to the Royal Hospital.

Even when placed in the Chapel Royal at Whitehall where it was not deposited apparently until 1811, this standard was in a very torn condition, contemporary accounts stating that its mottoes "were no longer legible," a bugle in the centre being the only figure discernible. The names of the battles upon it, which, from the engravings of the time, appear to have been round the edges, had almost disappeared. The bugle, or, to speak more correctly, French horn, within the wreath still remains, but there is little silk left. This is one of the few colours of French Light Infantry of the period now to be met with.

(To be continued.)

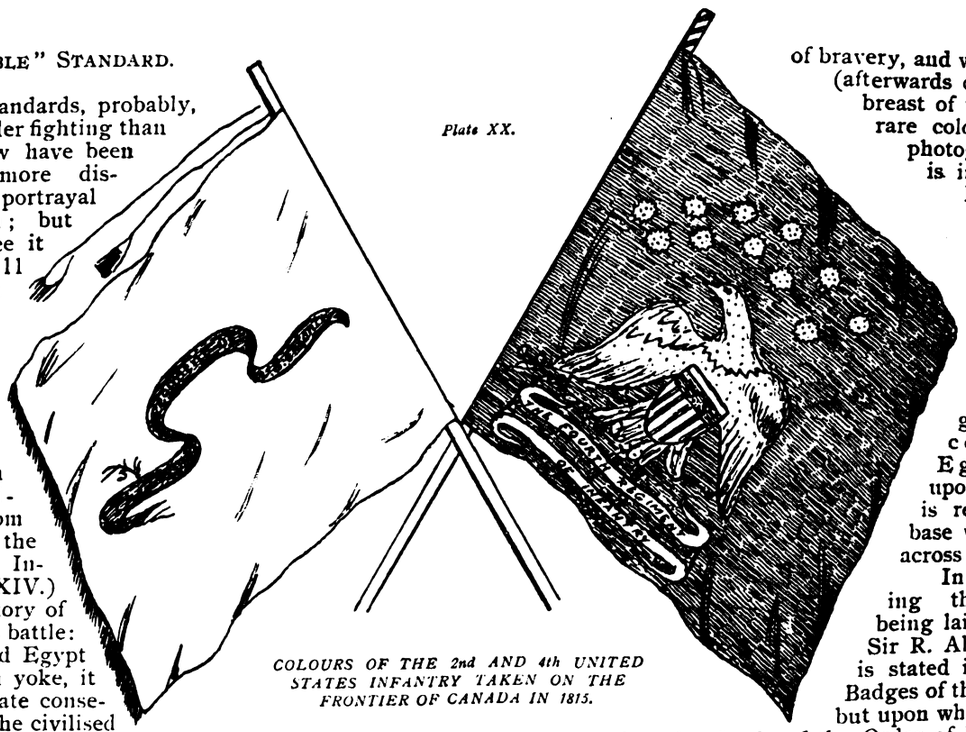
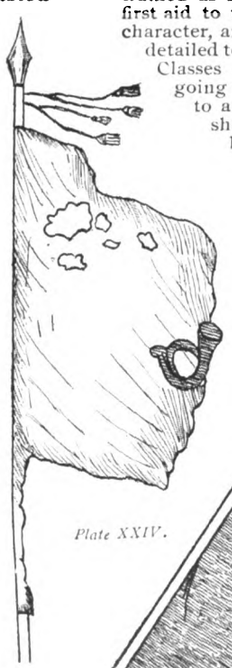


Plate XX.

COLOURS OF THE 2nd AND 4th UNITED STATES INFANTRY TAKEN ON THE FRONTIER OF CANADA IN 1815.



THE "INVINCIBLE" STANDARD, TAKEN AT THE BATTLE OF ALEXANDRIA, MARCH 21, 1801.

Plate XXIV.

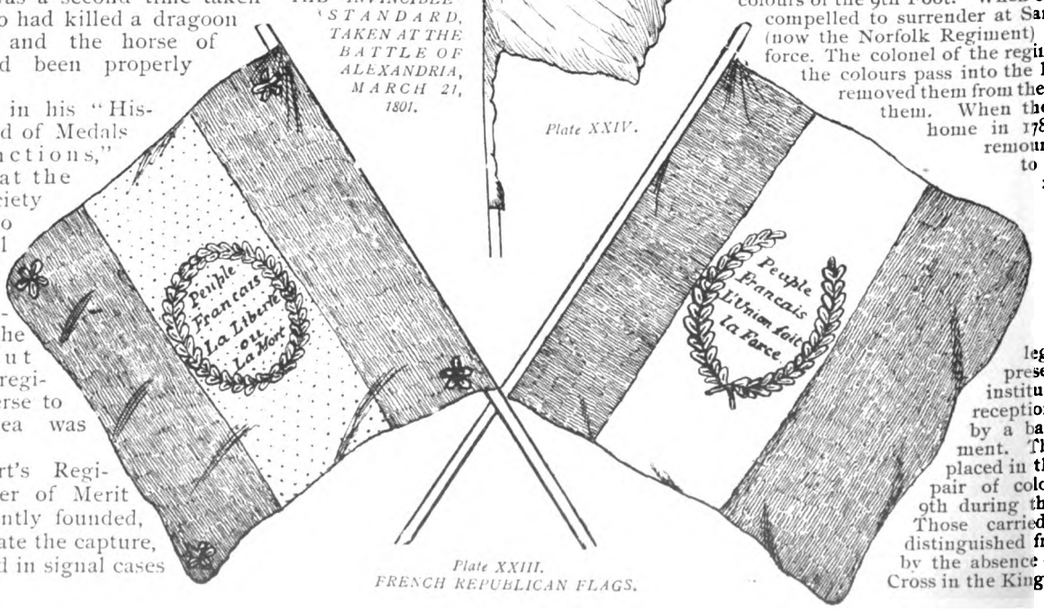


Plate XXIII. FRENCH REPUBLICAN FLAGS.

In every unit four men at least in each squadron of cavalry, and two men in each company of infantry, and in the Royal Artillery, when practicable, two men in each battery or company, are trained as stretcher-bearers in ambulance and stretcher drill and in first aid to the wounded. The men selected are always men of good character, and able to read and write. A non-commissioned officer is detailed to take charge of the bearers when their services are required. Classes are formed for the instruction of the men, who, after going through a course of twelve lectures and drills, are required to attend at least four stretcher drills a year. The classes, it should be mentioned, are open to officers and men of any branch of reserves who care to attend them. The instruction is, of course, given by a medical officer. At the end of a course certificates of proficiency are given to those who satisfy the principal medical officer on examination. At the headquarters of each military district the principal medical officer has a supply of stretchers and appliances for the instruction of bearers. This equipment, on the application of commanding officers, and with the sanction of the general officer commanding, is loaned to units in which classes for instruction have been formed. During manœuvres regimental stretcher-bearers are organised, and exercised as well as the bearer companies and field hospitals.

There is an interesting history attached to the colours of the 9th Foot. When General Burgoyne was compelled to surrender at Saratoga, the 9th Foot (now the Norfolk Regiment) was included in his force. The colonel of the regiment, reluctant to let the colours pass into the hands of the enemy, removed them from their staves and secreted them. When the regiment returned home in 1781 the colours were remounted and presented to the King, who returned them to the colonel to be retained as an heir-loom. Passing through many hands, they finally descended to the chaplain of the Royal Military College, Sandhurst. He presented them to that institution, where, on their reception, they were trooped by a battalion of the regiment. They were afterwards placed in the college next to a pair of colours borne by the 9th during the Peninsular War. Those carried in America are distinguished from the later ones by the absence of the St. Patrick's Cross in the King's colours.

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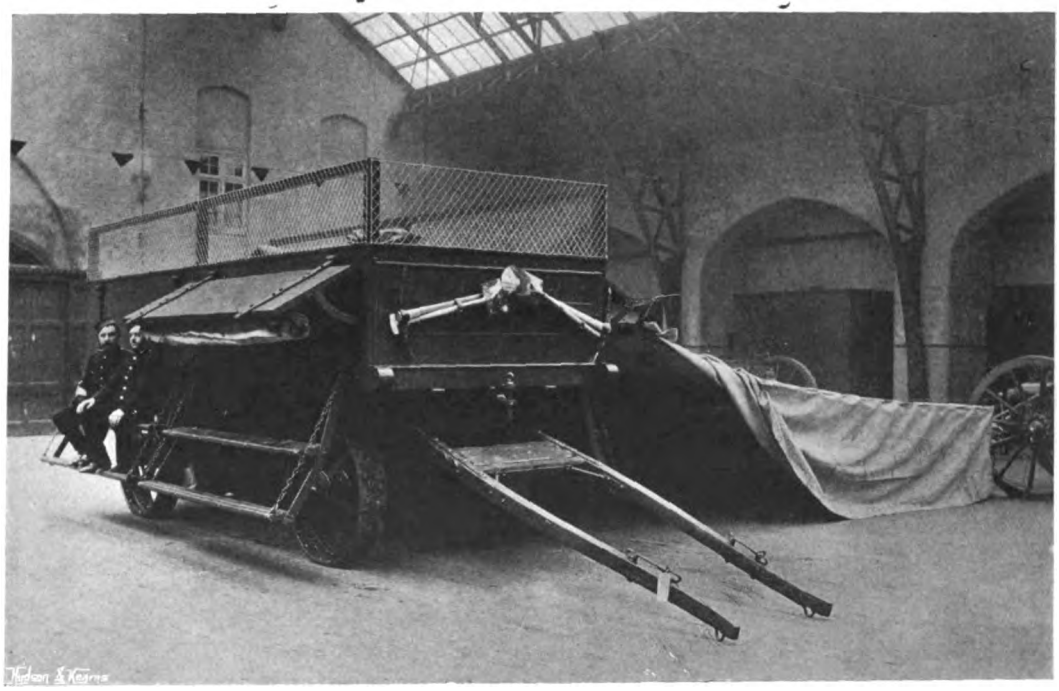
Possibilities of Military Motor Traction.

APART from the actualities of military automobilism and mechanical traction, there is a great and most instructive variety of possibilities, to some of which we have already made general allusion in these columns, and two of which we propose now to illustrate in greater detail. In both cases the vehicles described and depicted are at present available for use with horses, and in one, the Military Transport and Shelter Waggon, a drawbar runs along the whole length of the waggon under-frame, terminating in an eye for coupling to a traction-engine where such means of haulage are available. The latter circumstance emphasises the point which we seek to make, namely, that in addition to special types of flying motors, motor lorries, and heavy traction-engines for military purposes, there is an important field open to the application both of tractors and of automobile machinery to certain specific military requirements in the vehicular line.

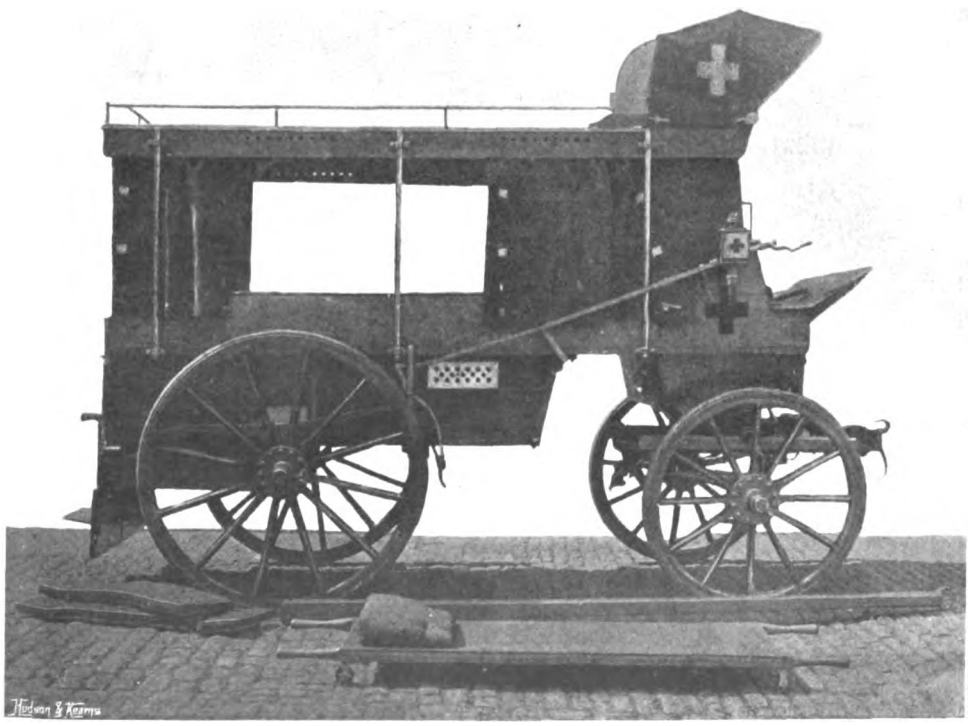


MILITARY TRANSPORT AND SHELTER WAGGON.
Devised by Colonel Charles Allen, Commanding Sheffield Artillery Volunteers.

The Military Transport and Shelter Waggon, devised by Colonel Charles Allen of Sheffield, is a praiseworthy attempt to deal with the question of providing soldiers with accommodation in the field in cases where there is no necessity to dispense with shelter altogether and it is yet undesirable to saddle a force with a complete camp equipage. The writer, from some knowledge of the subject, is inclined to regard Colonel Allen's transport and shelter waggon with considerable favour, and he would go further, and predict for it an important future if the question of its haulage were definitely settled in a mechanical direction. Fully loaded, such a waggon would be a severe strain on a powerful team of horses, whose fodder might prove a serious consideration; but with automobile machinery, or a specially devised tractor, there seems no reason why this well-thought-out vehicle should not be a serious factor in some of our future campaigns.

The Military Transport and Shelter Waggon is built of wood and mounted on springs and four wheels, with a powerful brake worked by handscrews on either side. On each side of the waggon, for its whole length, hinged doors are hung, enclosing recesses that contain the canvas shelter when not in use, rolled up on wooden winch-controlled rollers. There is also available space for blankets and stores not required for immediate use. The sides are surrounded by stout wire-netting, made in panels; these enclose the platform of the waggon, which is made with a central wall. Under the floor or platform is a water cistern holding an emergency supply of forty gallons, and provided with taps. Carbine racks form part of the fittings, and, on each side of the waggon, boards, hung by chains, can be let down if desired to serve as seats. The canvas shelters are 18ft. long, and as wide as the length of the waggon, besides allowing for a continuous curtain on each side. It is the work of a few minutes to run out the canvas on either side and secure the ends to posts, or some other anchorage, in the case of artillery to the guns. When the shelter is extended, the ends being closed, protection and sleeping accommodation are afforded for some fifty men. The waggon here illustrated will carry four tons of stores.

It will, indeed, be surprising if either automobile mechanism or mechanical traction is not shortly applied to military ambulance purposes, and, in this connection, it gives us satisfaction to reproduce a photograph of the latest pattern of Army ambulance waggon, in order that the requirements in this direction may be both generally and technically understood. It is an interesting circumstance, by the way, that Messrs. Holmes and Co., who won the Secretary of State for War's prize of £500 with this waggon a short time back, have probably an unique experience in the matter of military ambulances. A former chief partner, now deceased, designed the ambulance waggons which were used in the Russian War, and among recent Government contracts carried out by the firm were orders for hundreds of general service, ammunition, and ambulance waggons for use in South Africa.



Photos. Copyright. "*Navy & Army.*"

A PRIZE AMBULANCE WAGGON.
By Messrs. Holmes and Company of Derby and Lichfield.

The new ambulance waggon here shown embodies various conditions laid down by the War Office, which are understood to be the outcome of suggestions made by officers of the Royal Army Medical Corps, as the result of their South African experience. The waggon is constructed to carry four Army stretchers, so arranged that an attendant can pass down the centre of the ambulance. Two stretchers are on the floor and two on the seats, but placed further forward and clear of the heads of the men on the lower ones. When the stretchers are not in use there is accommodation for twelve men besides the attendant, with room for two more men, besides the driver, on the front seat. The whole is covered with a movable canopy top with adjustable waterproof curtains. The wheels are made to the Government artillery pattern, but shod with an improved solid rubber tyre, and are interchangeable with those used for general service waggons.

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WATERING NEAR THE PYRAMIDS.

THE SPHINX AND GREAT PYRAMID.

ELEPHANTINE ISLAND.

ROUND THE WORLD.

EGYPT: THE LAND OF SUNSHINE.

DOUBTLESS the majority of our readers who are in the habit of spending the cold dreary months of winter abroad are already well on their way to, if not comfortably settled in, their winter quarters. But those who from various causes have delayed their departure until now, and are still hesitating where they will go, will be well advised in turning their attention to Egypt, which, whether considered from the point of view of health or pleasure, easily eclipses all other countries.

Probably the bulk of those who nowadays visit the land of the Pharaohs are content to remain all, or, at any rate, most of, the time in Cairo, which is so full of life and novelty at this season. To these "Egypt is Cairo." But the visitor who means to "do" Egypt thoroughly must needs take a trip in one of the well-known steamers or *dahabeahs* up the Nile, and visit what really constitute the most interesting features of this ever-fascinating country.

STREET LIFE OF CAIRO.

Seeing that there are so many different ways of reaching Egypt from this country, a word or two as to their relative merits may prove useful. Practically the choice of routes lies between the "long sea" and the "overland." Those who are not subjects of *mal-de-mer* and do not mind a couple of weeks spent aboard a steamer, can embark either at Tilbury, Southampton, Plymouth, or Liverpool, at which ports steamers of the P. and O. Line, the Orient Line, the British India, and the Prince Line call. Also sailing from Liverpool are steamers of the Bibby Line, Moss Line, and Anchor Line. Naturally this is the cheaper route of the two, since the greater the speed obtained the higher the fares. With regard to the overland route, by which only four or five days need be spent at sea and the much-dreaded Bay of Biscay is escaped, the traveller, after a short passage across the Channel, is conveyed by rail to either Marseilles, Trieste, Venice, Brindisi, Genoa, or Naples, and there connects with steamer for Alexandria or Port Said. Among the Continental lines which now compete with those already mentioned are the North German-Lloyd, whose boats call regularly at Southampton; the Austrian-Lloyd, sailing from Brindisi and Trieste; the Messageries Maritimes from Marseilles; and Florio-Rubattino from Genoa and Naples. The fares range from £13 16s. 6d. to £25 for a first-class ticket, and from £9 18s. 6d. to £16 16s. 3d. second class. In taking a return ticket a slight discount is allowed.

The next question, and of no less importance to the novice, is the selection of a suitable hotel. The traveller need not be alarmed if, on his arrival at Cairo, he is surrounded by a crowd of natives, whom he will observe vociferously squabbling among themselves for the possession of his baggage. The occasion is almost sure to cause him much laughter, and a little firmness on his part is all that is necessary to quell this aggressiveness. There are hotels and *pensions* to suit all purses. Among the more fashionable may be mentioned the Savoy, the Grand Continental, and the d'Angleterre. These belong to the so-called George Nungovich Hotel Company. Equally fashionable are Shepheard's, and the Ghezireh Palace. Shepheard's, which, by the way, was at one time the only hotel in Cairo worthy of the name, has passed through a great number of vicissitudes in its time, for it was once burned down, then pulled down, afterwards renovated, and finally enlarged to its present huge proportions. Both the last-named hotels are under the direction of Mr. George Baehler, and he and Mr. Nungovich are two of the most prominent men in the hotel world of Cairo.

THE GARDENS OF SHEPHEARD'S HOTEL.

Many people are under the impression that living is extremely expensive in Cairo during the season, but this would scarcely appear to be so, for the tariff at the best hotels is from 80 piastres, or 16s., a day. Those who prefer to live a little distance away from Cairo usually go to the Mena House, which stands quite close to the Gizeh Pyramids, about eight miles from the city. The hotel is served by a good service of electric trams, or a carriage will convey one there if preferred. At Abbassieh, which is garrisoned by English troops, there is a comfortable hotel (the Abbassieh) where one can stay for as low as 8s. a day. The suburb of Abbassieh is

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even more healthy than Cairo itself, for being situated some distance further away from the Nile, with an elevation of 100-ft. higher, the air is naturally purer and drier. Other hotels that may be mentioned are the Bristol, overlooking the famous Esbekieh Gardens, the Hotel du Nil, in the neighbourhood of the bazaars, the Eden Palace, and the Metropole.

Even though the visitor confines himself exclusively to Cairo, he will find plenty to keep him amused for some weeks. The Khedivial Opera House remains open so long as the season lasts, and presents some first-rate companies. Seats are, as a rule, in great demand. The Esbekieh Theatre, near the gardens of the same name, also claims a good share of public patronage. The balls given at Shepheard's, the Savoy, and the Continental are patronised by all the *élite* of the city. There is no lack of first-class music furnished by military bands, and the tea parties which take place on the spacious hotel terraces are quite a feature of the social life of Cairo. The Esbekieh Gardens, covering twenty acres, and filled with every variety of rare tree and shrub, with their tastefully-laid-out flower-beds, are also a great attraction. A military band plays daily. Gymkhanas and sports of all kinds are held from time to time in the grounds of the Khedivial Sporting Club; polo is played every day. The luxury of a carriage is denied to but few, since the fare for a short drive is only 7½d. Donkeys, which are also largely in great demand, may be hired at a trifling cost.

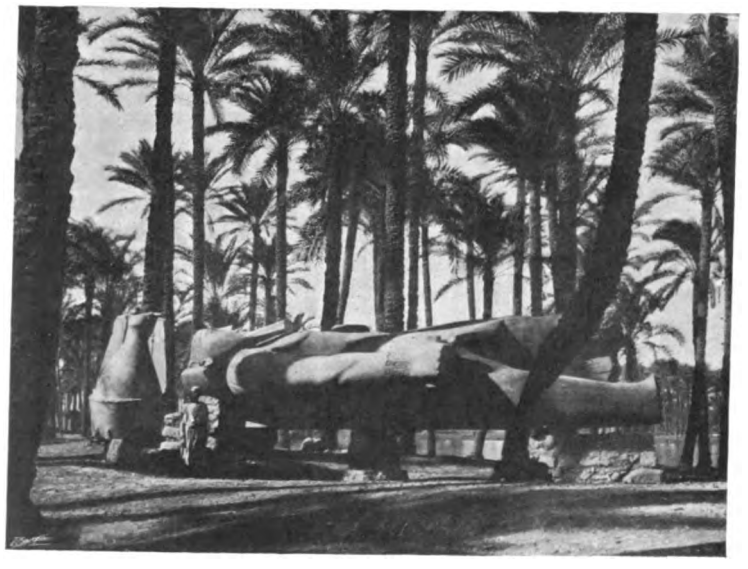
A BAZAAR AND ITS OWNER.

are unique. Next in importance is the Museum of Egyptian Antiquities, which contains the mummies of many exalted personages, including those of the Rameses; also rare vases, jewels, silver and gold ornaments, and, in fact, a great many exhibits of which no other museum in the world can boast.

Anyone wishing to obtain a splendid view of Cairo cannot do better than pay a visit to the Citadel, which occupies the highest land in the city. Also on this height is situated Joseph's Well, which your dragoman will be sure to point out.

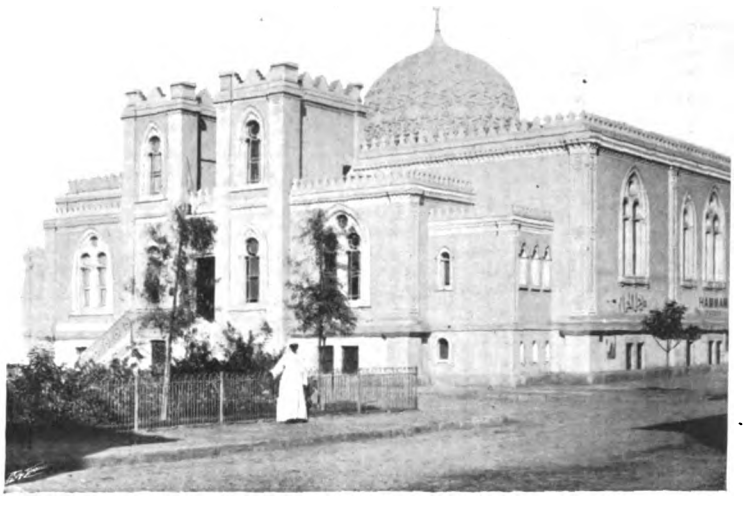
The mosques, of which Cairo possesses some hundreds, well repay the time spent in visiting them. They are all much alike in their construction, however; consequently it will not be found necessary to visit more than two or three of these. The Mosque El-Akbar, in which the dancing dervish "performs," and the Mosque El-Ain, wherein the none too melodious voice of the howling dervish may be heard, are among those usually visited.

The bazaars, which form a great attraction for curio hunters, provide a fund of amusement, even though you do not intend to make any purchases. The picture here reproduced of a bazaar and its owner is typical of this quarter of the city. The utmost care should be exercised in making purchases, as it is part of the Arab's religion to get the better of a Christian whenever possible. It is also wise to consult the official list before engaging a dragoman.



THE STATUE OF RAMESES II.

Of the many interesting sights which every visitor to Cairo should endeavour to make a point of seeing, mention should first be made of the three Great Pyramids of Gizeh, jealously guarded by the Sphinx. This excursion is, as a rule, made either in a victoria, locally termed *arabeyah*, or in a four-horse coach or electric car. A whole day should be spent in visiting these marvels, which, as everyone knows,



THE HANDSOME CAIRO HAMMAM.

The Cairo Hammam, of which we also produce a picture, is undoubtedly the finest bathing establishment in the city. It is situated within a stone's-throw of Shepheard's, in the most fashionable part of Cairo. This establishment is fitted up in the most up-to-date style, and nearly every form of bath is available. There is a first-rate Turkish bath in the building, with electrical treatment for those who desire it.

QUERIES AND REPLIES.

A VISIT TO THE AZORES (QUO VADIS).—The Azores are not nearly so popular a winter resort as the Canary Islands. In the first place, they are not so easy of access from this country, and in the second place, the hotel accommodation is much inferior. It has been said that St. Michael is one of the healthiest places on earth, while the mineral baths and springs are undoubtedly efficacious in many cases. At the present time the best way of reaching the Azores is *vid* Lisbon, whence there are two steamers a month for St. Michael. There is a very fair English hotel at Ponta Delgada. Fruit in great variety is usually to be had; oranges are plentiful for six months of the year; pineapples, custard apples (a fruit seldom met with in this country), pomegranates, and apricots are each to be had in their respective seasons. The climate of St. Michael is recommended for consumption in its early stages; it is, however, unsuitable for persons in the advanced stages of the disease As may be imagined, the English community is very small; consequently visitors are thrown much on their own resources. For those who intend visiting the interior of the islands horses and donkeys are available. The heavy expense of taking a cycle is hardly warranted, although it should be remarked that there are some good roads available. The currency is Portuguese.

SKATING IN HOLLAND (OUTSIDE EDGE).—As a rule first-rate skating is to be had in Holland after the middle of January. The best centres are Leeuwarden and Groningen. It is a good plan to book to the capital and there arrange your tour. To be sure of early skating it is advisable to select one of the Swiss or Austrian resorts, such as Davos, Grindelwald, Innsbruck, or Salzburg We have no doubt that Messrs. Gaze would be able to book you through as cheaply as any firm of tourist agents.

WINTER IN THE CHANNEL ISLANDS (INVALID).—There is no reason why some parts of the Channel Islands should not suit. In St. Peter Port, Guernsey, there are two particularly comfortable hotels—Gardner's Royal and Old Government House. The latter stands very much higher than the first-named, which faces the sea. All the hotels, both in Guernsey and Jersey, accept reduced terms in the winter months. The Grand is supposed to be the best hotel in St. Helier, Jersey, though if you wish to be quite near to the shops, the Halkett, which is an old-established house, can be highly recommended. Yes; we can strongly recommend the South Western Railway Company's steamers. Particulars of fares, etc., can be obtained by application at Waterloo Station. The islands are growing more popular every year for winter residence

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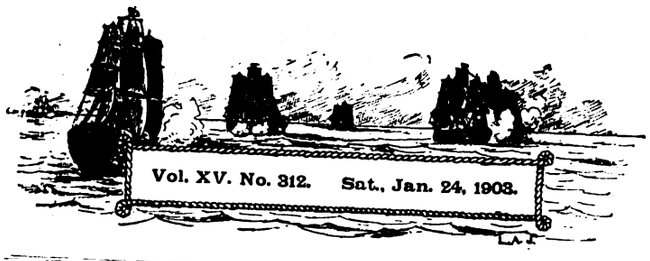

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MEMS. FOR NAVAL AND MILITARY MESSES.

At the Great Hall, Cowper Street, on Monday and Tuesday, January 12 and 13, the Cowper Street Old Boys' Club (musical section) gave two excellent performances of Gilbert and Sullivan's "Ruddigore." The performance was so uniformly praiseworthy that it would be difficult to single out any special member for mention. Mr. Vernon Cartwright gave an excellent rendering of the sailor's part, and as Robin Oakapple Mr. Arthur Chapman displayed histrionic qualities of no mean order. His patter songs were most clearly enunciated, an accomplishment he may be proud of. Among the ladies Miss Mary Henderson as Rose Maybud sung and acted with great vivacity, and in the trying part of Mad Margaret Miss Bee Archer won well-deserved applause. The orchestra was conducted by Dr. Davidson Arnott, and the whole piece admirably stage-managed by Mr. Archer.

The "Naval Pocket Book," which was founded by Sir William Laird Clowes, and edited by L. G. Carr Laughton, of which a copy for 1902 has been sent us, is an invaluable little volume. The information given is such as is found in no other volume of its size that we know of, and the plans of ships at the end of the book are most carefully prepared. It is published by Messrs. W. Thacker and Co. of 2, Creed Lane, E.C. Price 5s. net.

Several more parts of "Social England" have been sent to us by Messrs. Cassell and Co., but lack of space has prevented an earlier reference to them. The same firm announces a new publication to be issued shortly with the title *Men and Women*. It is to deal with the personal side of current events. From Messrs. George Newnes also we have received Part VI. of "Players of the Day," containing an excellent photograph of Mr. Hayden Coffin as Geoffrey Challoner in "The Country Girl." These photographs look particularly handsome when mounted, especially if the framing be of some dark or neutral tint.

Our attention has been called to a slight inaccuracy in regard to the picture entitled "The Pride of Potsdam," published in NAVY AND ARMY ILLUSTRATED for January 3, page 407. Our correspondent writes as follows: "Sir,—The photograph of a German grenadier which you publish is a most excellent reproduction. The man, however, is not a 'feldwebel.' He is a standard-bearer and has the rank of an ordinary sergeant. The 'feldwebel's' own distinctive items are a long sword (as the officer's) and a portepée, *i.e.*, a silver sword-knot. In your illustration neither of these things is shown. The sword-knot he wears is an ordinary black and white cotton one. On the other hand, the distinctive items of the standard-bearer in any German infantry regiment are the brass shield round the neck, the badge on the right arm, showing two crossed standards, and a short sword. All these things are clearly shown on the photograph. I further beg to point out that the German guard regiments are distinguished only by the stripes upon collar and cuffs, whilst the lace you mention indicates the rank of a 'lenterofficier,' viz., sergeant."

Messrs. John Wilson's Successors, Limited, of 188, Regent Street, W., are, as has for some time been the custom of the firm, holding their annual stock-taking sale. This is a genuine winter sale, and great reductions in hand-woven double damask, valuable lace, curtains, etc., have been made, varying from 10 per cent. to 40 per cent. of the original price. The stock-taking sale will be held up till January 31, and an artistic catalogue, with all prices plainly marked, can be had on application.

A dentifrice which is recommended by all who have ever tried it, and one which once used will be always used, is "Odol." It is an excellent preparation for cleansing and preserving the teeth, while its effect on the breath is delightful. Being both cool and refreshing it is of great use to those who have to speak much, and who are confined during working hours to close stuffy rooms and heated atmospheres. Hence no doubt arises the almost universal use of Odol by members of the theatrical profession, who are unanimous in its praise, and unswerving in their allegiance to its charms. Odol is not a paste, it is a liquid dentifrice; during the operation of cleansing the teeth it penetrates everywhere, and by this means helps to preserve old and hollow teeth, which would otherwise be left untouched. The teeth are consequently fortified against decay and the bacteria which attack carelessly-cleansed teeth, and remain sound and good for many years longer than would have been the case had not Odol come to their aid. We have much pleasure from personal experience in recommending it to the attention of all our Naval and Military friends. A flask of Odol costs 1s. 6d., and a large flask, which will suffice for several months, 2s. 6d., and is procurable from every chemist. Only in cases where it cannot be otherwise obtained the Odol Chemical Works, 26, Southwark Bridge Road, S.E., will forward on receipt of postal orders.

The novel spectacle of the sale by auction of a British battle-ship with her guns and engines on board was witnessed at Portsmouth lately when the "Agamemnon," which has been for some time in the salelist, was offered. The conditions stipulated that the ship was to be removed from Devonport, and broken up within two years. The War Office reserved the option of purchasing any of the armour plates at the rate of 2s. a hundredweight. About 200 dealers were present. The bidding, beginning at £500, sprang at once to £5,000, and quickly rose to £20,000, at which price the battle-ship was knocked down to Messrs. Eppenheim and Company, of New Broad Street, London. The price was considered highly satisfactory, in view of the cost of breaking up, and it is understood that several other ships now in the sale list will be disposed of in the same way.

The Admiralty has sent a despatch to the board of the Westralian Mining and Oil Corporation, Limited (Perth, Western Australia), requesting that the board should report regularly to the Commander-in-Chief of the Naval station in Sydney any developments at the petroliferous areas of the Warren-Blackwood Basin, described in our issue of October 25 last. Mr. Goeczel, ex-field-geologist to the Westralian Government, expresses himself as highly pleased at the indications at this bore, which confirm the views previously expressed by him as to the petroliferous character of the Warren-Blackwood region.

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THE
NAVY & ARMY
ILLUSTRATED.

VOL. XV —NO. 313] SATURDAY, JANUARY 31st, 1903.

THE NEW YORK WORLD

VICE-ADMIRAL A. D. FANSHAWE.

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WHO HAS JUST ASSUMED COMMAND OF THE AUSTRALIAN SQUADRON.

Vice-Admiral Fanshawe, who on January 16 took up his appointment in Australian waters, is the son of another highly-distinguished Naval officer, Admiral Sir Edward Fanshawe, G.C.B. He himself is a greatly esteemed and popular commander, and there is little question that his appointment will find great favour at the Antipodes, where till now the Squadron has been in charge of a Commodore or Rear-Admiral. Admiral Fanshawe was A.D.C. to the Queen in 1895-97, and is well known to the Sister Service as a former commander of the troop-ship "Malabar."

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20, TAVISTOCK STREET, LONDON, W.C.

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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

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THE "EXPERT" AND THE MAN WHO KNOWS.

It is not a difficult matter to become an expert nowadays. No matter what subject you take up, if you continually tell people that you know all about it, they will end by accepting you at your own valuation. "People" in this connection means, of course, uninstructed people; the mass who know nothing outside the round of their daily life, who take their opinions on trust—in fact, the vast majority of the British public of to-day.

Thus there are "experts" in literature who could not tell the difference between Marlowe's and Milton's blank verse. There are "experts" in art who would be puzzled to inform you what examples of the early Italian masters hang in the National Gallery, to go no further. There are military "experts" who have never handled a rifle, and there are Naval "experts" who—but it is possible that they may have temporarily ceased to exist since the appearance in the *Times* of Sir William White's articles on "British and Foreign Battle-ships." For in these articles the late Chief Constructor to the Admiralty not only gives us a very encouraging view of our ships as compared with those of foreign Navies, but disposes in the most scientific manner of the "expert" criticism that has been directed against many of our recent vessels. He shows no anger or irritation against the critics. He simply shows them up. He approached his task in the spirit of Mr. W. S. Gilbert's "Gondoliers" verses:

> "In a calm collected fashion
> And a tranquil frame of mind,
> Without any heat or passion
> Some conclusion let us find."

The method has been most effective. The Naval "experts" have gone down before him like grass. He shows that the vessels they have praised under the impression that they were Mr. Philip Watts's work were actually designed by himself before he left the Admiralty. He makes it clear that the comparisons set up between British and foreign ships are based upon insufficient information. He convicts his "expert" critics of having needlessly alarmed the public mind.

That there is much to be improved in our Naval system we have always been ready to admit. That mistakes are made sometimes; that now and again want of energy and intelligence is shown; that here and there our line of defence has weak places—none of this have we ever denied. But we do not believe that an irresponsible newspaper writer is likely to know more about the construction of battle-ships than the man who is chosen out of a carefully-trained service containing numbers of very able members to design vessels under the direction of the Board of Admiralty. The newspaper writer may have a good theoretical knowledge of ship-building (though we do not think that he very often has it), but to argue in the study from books and newspaper cuttings is a very different thing from actually designing a ship and contriving a compromise between all the demands that have to be satisfied.

One sentence in Sir William White's first article disquieted us a little. It was the explanation he gave of certain features in construction to which objection had been raised. He said, in effect, "I did what the Admiralty told me to do; you must not blame me." Now this is hardly an attitude that a strong Chief Constructor should take up. He ought always to recollect that he is really an expert, and the Board of Admiralty in the position of persons who are employing him to exercise his special knowledge for their benefit. If he considers that the requirements of the Board cannot be carried out so as to produce a good result he ought to tell them so, and if his advice is not taken, to resign his position. If a battle-ship had turned out as badly as the Royal yacht, it would have been a very poor excuse for the Chief Constructor to say that he had followed out the directions of the Board of Admiralty. The public would certainly have been justified in replying, "If you did not believe in the ship, you ought not to have allowed your name to be associated with her."

In the case of the Royal yacht Sir William White had much better excuses to offer, though he naturally has not defended himself in public, and does not do so now. Yacht construction was out of his line, for one thing, and there were various circumstances in the case which explained the unfortunate miscalculation that was made. As far as battle-ships go, he had really no need to direct attention to the "expert" depreciations of his work, but, since he decided to take them in hand, we are glad he has made such short work of them. Comparisons between the designs supposed to be his and others attributed to Mr. Watts, his successor, are not only distasteful to both of these distinguished men, but they are in any case unnecessary, and, as a rule, misleading.

HIGH TREASON.

THE flabbiness of modern English feeling and the lack of any strong sentiment of loyalty acting upon all classes of the community, are both shown up vividly by the comments on the Lynch trial. It seems to surprise most people that such a crime as treason should still be kept upon the statute-book. It appears to horrify them that there should be any idea of hanging a man for being a traitor to his country. The soft product of city life is so much in love with his own contemptible existence that the very notion of taking away anyone else's makes him shudder and feel cold. Further, he has so little conception of love of country that for a man to have taken up arms against his native land strikes him not as an action worthy, at the least, of death, but as a common, ordinary sort of occurrence at which the common, ordinary man should merely shrug his sloping, ill-shaped shoulders.

There are men in these days, and there are journals conducted by such men, who habitually declare that their country is in the wrong. Of course, it is quite possible that, in certain crises of a nation's history, men who truly love their native land should consider her course to be ill-advised, and should even feel bound to say so. But the petty sedition of mind, which finds cause for protest in every turn of national policy, is a very different thing; and, however much a lover of his country may disapprove of his country's actions, there is no call upon him to take sides against her in the field. That is what Lynch did, and his most suitable punishment would have been under the law which is known by his own name. Instead of this, he was given the full benefit of a trial, found guilty by twelve of his fellow-countrymen, and sentenced to death in a speech of the utmost feeling and gravity. If, after this, he is reprieved, we shall certainly share the opinions of the Radical Press that the proceedings were nothing but a solemn farce.

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President Castro's Naval Force in Venezuela.

BOATS' CREWS FROM VENEZUELAN WAR-SHIPS AT PRACTICE IN THE GULF OF PARIA.

IN view of the very stirring events which are now taking place in the Republic of Venezuela, events which are causing the eyes of Europe, nay, of the whole world, to be directed towards this politically miniature South American State, a description of the growth and present condition of its Naval force should prove of great interest.

The Venezuelan Sea Force, before the advent of Castro to the Presidential chair, consisted merely of two or three antiquated steamboats, whose duty seems to have been one continual aimless cruise along the various ports of the Republic, with an occasional and somewhat lengthy visit to the neighbouring island of Trinidad. During revolution time they were turned on to do transport work, and here their duties, with the exception of a brush with revolutionists, whoever they may have been for the time being, seem to have ended.

With the advent of Castro, however, things underwent a great change, and whatever faults may be attributed to him, there is no doubt that he strove to carry out the idea for the benefit of his country which all European nations with any seaboard to speak of consider, and have always considered, to be of the first importance. This idea, it need not be said, was the creation of a Naval force adequate to the requirements of the Republic.

With foresight which is commendable, or at least was in his case a heretofore unheard-of policy among the chiefs of the State, he saw clearly that a Navy was needed for a variety of reasons, the chief of which undoubtedly were—firstly, to put down smuggling, which is always extensively carried on in Venezuela, and by which the revenue of the Republic is defrauded of fabulous sums every year; secondly, to guard the coast towns and prevent the introduction of arms into the country for revolutionary purposes; thirdly, to defend the Republic in case of war with any neighbouring State.

The above are the three great *raisons d'être* of the Venezuelan Navy, and during the last revolution, under General Manuel Antonio Matos, the second reason was fully justified by the manner in which the ships checked the introduction of arms and ammunition for the rebels, a circumstance which went a very long way towards the eventual overthrow of Matos.

General Castro, on his accession to power, immediately set himself the task of improving his Navy, and from then until the present interference by the Allies he had raised it from a couple or three obsolete steamboats to a very efficient fleet of about a dozen well-armed and well-equipped vessels—a very fair-sized fleet for a South American State. The following is a list of the ships at the time of the interference by the Allies and their present whereabouts:

The "Bolivar," a torpedo-boat and gun-boat of 613 tons, 6 guns (1 quick-firing gun). She carried a crew of about 80 men. Speed 16 knots. Was originally in the Spanish Navy, and was known as the "Galicia." She fought in the Spanish-American War, and after the war was purchased by the Venezuelan Government in the Island of Martinique. She was captured in the Gulf of Paria, Trinidad, on the night of Tuesday, December 9 last, by the "Alert."

The "Restaurador," originally the property of Mr. George Gould, as his private steam yacht, known as the "Atalanta." At the outbreak of the Spanish-American War he presented her to the United States Government. Afterwards, she was sold to the Venezuelans. She is a fine clipper-built ship, three masts, with fine lines. About 600 tons, 1,500 indicated horse-power. Her speed is nearly 16 knots. Was captured in La Guayra Harbour, about December 10, by the Germans, and is at present lying in the Gulf of Paria, the harbour of Port of Spain, Trinidad, undergoing repairs. She carried 4 guns and about 60 men.

The "Miranda," named, like the "Bolivar," after one of Venezuela's greatest soldiers and patriots, is a smart-looking little gun-boat of about 350 tons. Is fitted with triple-expansion engines, and has a speed of about 11 knots. Was built for the Spanish Navy on the Clyde, and, like the "Bolivar," was sold to Venezuela after the Spanish-American War. At present her whereabouts is unknown.

The "General Crespo," named after Venezuela's famous General and President of the same name, was built by Somers of Southampton. Her tonnage is about 200. Sunk in La Guayra Harbour by the Germans.

The "Totumo," which was also sunk by the Germans in La Guayra along with the "General Crespo," was originally a *New York Herald* despatch-boat in New York Harbour. She was what is known as a *guarda costa*, that is, a small ship for running along the coast to prevent smuggling.

The "Zamora" is a transport of a gross tonnage of about 1,000, and has a speed of nearly 12 knots. Was

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THE "BOLIVAR'S" STAFF.

Captain and officers of the Venezuelan gun-boat.

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captured at anchor in the port of Guiria, Venezuela, by the "Alert." She carries 4 guns and 1 quick-firer. She is at present lying in close proximity to the flag-ship "Ariadne," in the Gulf of Paria, and, like all the British captures, she flies the white ensign, and is manned by British tars.

The "Margarita" is the only torpedo-boat the Venezuelans boast of. She is supposed to have been built originally for the American Navy, but was rejected. Her speed is 26 knots. She was captured by the Germans about December 12, and now lies in La Guayra Harbour flying the German flag, like all the other German prizes. She is fitted with 3 guns, and 1 special dynamite gun.

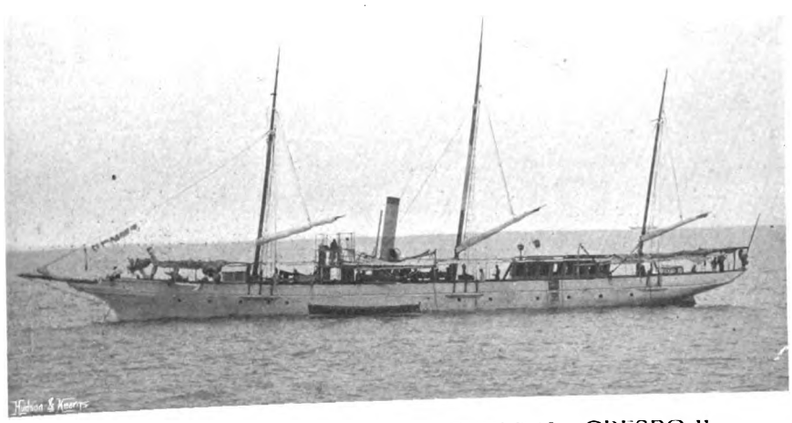
GENERAL ALEZANDRA YBARRA AND STAFF.
General Ybarra is the superintendent of the Venezuelan Navy in Trinidad.

The "Zumbador" is a powerful armed tug-boat, with a speed of 14 knots, and is fitted with 2 guns. She was purchased about two years ago by the Government. Was captured on the east coast of Venezuela, and is at present lying in the Gulf of Paria, Port of Spain, Trinidad, and flies the white ensign.

The "Viente Tres de Mayo" (English, 23rd of May) is named by way of commemoration of the day on which General Castro finally defeated General Andrade, his predecessor, in the revolutionary movement led by the former. This ship has been captured by the British, and now lies in the Gulf of Paria, Port of Spain. She was chiefly employed as a *guarda costa*.

The "Ossun" was seized from the Carenero Railway and Shipping Company. She now lies in La Guayra Harbour, and it is believed she flies the British flag.

In addition to these there are two armed Revenue launches, the "General Heres," which was laid up for repairs in Trinidad, and the "General Gomez," at present up the Orinoco, and supposed to be in the hands of some of the members of the late revolution.



VENEZUELAN GUN-BOAT "GENERAL CRESPO."
This vessel was sunk by the Germans in La Guayra Harbour.

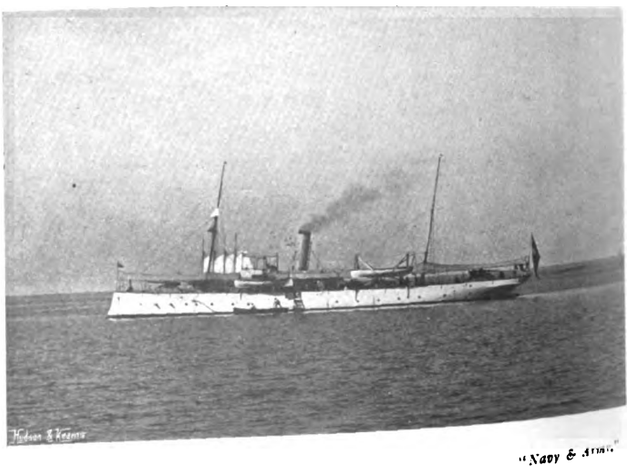
These, then, complete the list of ships which President Castro fitted out as a nucleus for a Navy in Venezuela. Unfortunately, he, like most other Presidents, was no exception in being the butt of revolutionary intrigues. He is undoubtedly a strong man, and has succeeded in crushing every rising directed against him, and they have not been few. He had only just settled the revolution headed by General Matos when the ultimatum of the Allies was presented to him.

Had not Venezuela been so much involved financially at the present moment, there is little doubt that Castro would have opened for her a vista of long years of peace; but as things have turned out, everyone is looking eagerly forward and hoping for a satisfactory solution of the question, to the credit of the great European Powers concerned, and also to the little Republic with which they are dealing.

In conclusion it may be mentioned that the whole of the work of refitting the ships was carried out at the Trinidad Foundry, in the town of Port of Spain, Trinidad, by the proprietors of the foundry, Messrs. Ellis, Grell, and Co., who kindly supplied the photographs reproduced with this article.

Since last we dealt with the situation in Venezuela the position of affairs has undergone but little change, with the exception of the attempt by the German gun-boat "Panther" to enter Lake Maracaibo, and the subsequent bombardment of Fort San Carlos by that vessel and the "Gazelle" and "Vineta." In German official quarters this action is looked upon as a "simple act of force consequent upon an effective blockade," but both here in England and in America the action is regarded as very high-handed and quite uncalled for, and a storm of anti-German feeling has been evoked in the United States. It is expected this will lead to delay in the negotiations.

Photos. Copyright. THE "TOTUMO."
Sunk by the "Panther" at La Guayra.



"Navy & Army."

THE "MIRANDA."
Her whereabouts at present is in doubt.

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THE NEW NAVAL BARRACKS AT CHATHAM.

FOR some long time past the seamen attached to the Chatham Naval Depôt have suffered a considerable amount of inconvenience owing to there being no adequate or sufficient building for their accommodation, the old wooden ships in which they are billeted being far from healthy and situated in an uninviting spot at the Extension Works.

However, these conditions will all be changed shortly, for a splendid block of buildings has recently been erected for the accommodation of the men, and this is rapidly approaching a stage when it will be ready for occupation.

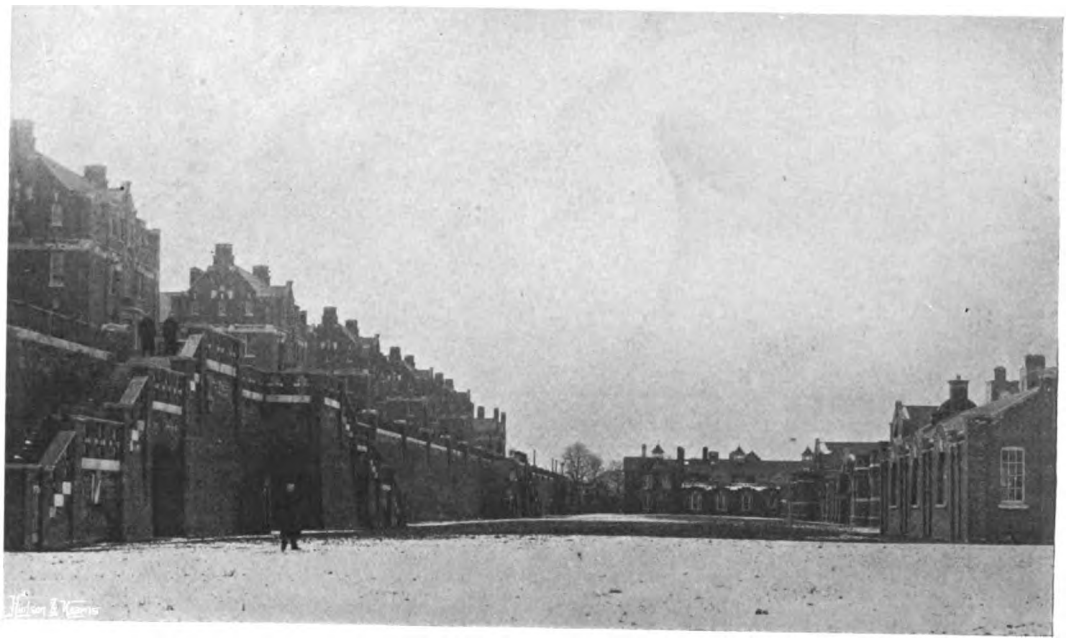
These New Naval Barracks are situated on the site formerly occupied by the convict prison, and cover a somewhat extensive area. The buildings include officers' mess and quarters, seamen's quarters, depôt offices, drill-shed, stores, canteen, swimming-bath, guard-house, and prison, from which it will be seen that every detail has been thoroughly provided for and the comfort of Jack ashore fully taken into consideration. The whole of the buildings are of red brick, with stone dressings, which give them a bright and cheerful aspect, and when viewed from a short distance the block presents a very commanding appearance. Both fires and hot-water pipes are used for heating the various rooms, and electricity is used as an illuminant throughout.

A special feature of the officers' mess is the splendid and elaborate oak staircase, the balustrade of which is of carved oak designs illustrating the history of ships right down from the time of the Vikings. Oddly enough, these designs are said to have been submitted to Mr. W. L. Wyllie, in order to ensure accuracy.

The men's quarters comprise six commodious blocks of buildings, in pairs, each pair being connected by a cook-house in the centre. The mess-rooms, which are of great length, are also fitted with accommodation for slinging hammocks, in which the stokers and seamen will sleep. A large central hall, situated just between the wet and dry canteens, is exceptionally well suited for the purpose for which it is to be used, viz., one in which entertainments can be given and impromptu concerts held. Over this are two billiard-rooms, each large enough to accommodate three full-sized tables, and library and reading-room.

One of our illustrations gives a view of the parade ground with, on the left at a higher level, the men's quarters, in the distance the officers' mess, and on the right the drill-shed, bowling-alley, and swimming-bath. The drill-shed is a building some 700-ft. in length, and the swimming-bath is about 80-ft. by 30-ft., with a depth of water varying from 4-ft. 6-in. to 7-ft. 6-in.

That these barracks will prove a very convenient change from the old hulks cannot for a moment be doubted, and Jack will be surprisingly pleased when he takes up his quarters there.



THE SEAMEN'S QUARTERS.
Several blocks of fine buildings.

THE PARADE GROUND.
Showing drill-shed, bowling-alley, and swimming-bath.

Photos. Copyright. *J. Helsby.*

THE OFFICERS' MESS-ROOMS.
As well as the commandant's quarters.

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TROOPS IN CAMP NEAR BERBERA.

THE SOMALILAND OPERATIONS.

SINCE the conduct of the operations against the Mullah was relinquished by the Foreign Department and taken over by the War Office, considerable activity has been displayed in pushing forward the preparations for an advance. Important modifications have further been made in the original plan, and the operations now bid fair to assume very shortly indeed the character of a distinct and serious little campaign. This is hardly to be regretted in view of the trouble which the Mullah has given, and the still greater trouble he might conceivably proceed to give if his influence over the tribesmen remained unchecked. As it is, although his idea of raising a "holy war" is not likely to be realised, his following is now sufficiently considerable to justify great caution in the process of bringing him once and for all to subjection.

FROM SHIP TO SHORE.

Landing reinforcements at Berbera.

The extended plan of operations against this pestilent fanatic is, if not convincing, at any rate calculated to inspire confidence in the efforts of the War Office to retrieve the past errors of the Foreign Department. Briefly put, the intention is to advance against the Mullah from two British bases, one at Berbera, the other at Obbia on the Italian coast of Somaliland, while an Abyssinian force will co-operate with our two columns in order to prevent the escape of the Mullah in that direction. With this last force there will be two British officers, Colonel A. N. Rochfort and Major R. P. Cobbold, who by this time should have arrived and taken up their important duties.

The force at Obbia is under the command of Brigadier-General Manning, with whom are Colonel Cobbe, Major Rattigan, and several Special Service officers. Colonel Cobbe has taken over command of the King's African Rifles, and enters on the new phase of the Somaliland operations under very happy auspices. For in a recent *Gazette* it has been announced that the King has been pleased to signify his intention to confer upon this gallant officer the Victoria Cross for conspicuous bravery in the unfortunate action at Erego last October. On that occasion Colonel Cobbe, who already possessed the Distinguished Service Order, was left by himself in front of the line, some of the companies having retired. Without assistance he brought in a Maxim gun which would otherwise have fallen into the hands of the enemy, and worked it most effectively at a critical moment. He then went forward under a hot fire, and brought in a wounded orderly, thus winning the coveted reward "For Valour" in a most complete and brilliant fashion.

THE SOMALI SPEARMAN MAKES A USEFUL SCOUT.

The force at Obbia should now have a strength of some 2,000 regular troops. It has recently been stiffened by the arrival of the 2nd Sikhs from India, numbering about 700, and by 150 Bombay Sappers and Miners. At the time of writing 500 men with Maxims from the force at Obbia are engaged in a reconnaissance in the direction of the Mullah's headquarters, which are only seventy-six miles distant at Galkayu Wells. This reconnaissance was expected to last until the beginning of February, and is presumably the last preparatory step before the final advance is ordered.

The force which has its base at Berbera has apparently been having rather a dull time, and will doubtless be very thankful when the orders for an advance are issued. A correspondent, writing to an Indian paper about Christmas-time, declared that the chief amusement at Berbera seemed to be hunting for rare shells, from which even the pains and perils of a forward movement should be a distinct relief. Colonel Melliss, V.C., who was recently appointed to command the advanced post at Bohotle, has met with a very serious mishap, having been badly wounded by a lion when out shooting. Colonel Melliss won his Cross in the last Ashanti Expedition, and only a short time back relinquished

Photos. Copyright. "Navy & Army."

SOMALI LEVIES.

Note the skilful use of the shield as cover.

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a good appointment on the West Coast of Africa in order to take part in the Somaliland operations.

It is impossible at the time of writing to predict with any certainty when the combined advance will commence, but it may reasonably be hoped that a move will be made about the middle of February. By that time the copper water tanks, tinned inside, for carriage by camels, which the War Office has ordered for the special purposes of this campaign, should have been delivered at Berbera, while at Obbia the difficulties in the way of obtaining transport and supplies, which have been increased by the rapacity of the local "sultan," should have disappeared.

Meanwhile the Navy has been playing a very important part in regard to these operations by making strenuous efforts to check the constant "gun-running" on the Somali coast, which has been going on for months, and has resulted in the transfer to the Mullah of hundreds of more or less useful firearms. In a previous issue we mentioned that, with a view to stopping, or, at any rate, hindering, this highly objectionable traffic, two dhows had been commissioned and were acting as patrol boats along the coast. Recently the number of these was increased to six, each boat having a Naval officer in command with a crew of nine Bluejackets and an armament of Naval 3-pounders. Two of these dhows are working in the Arabian Gulf and four in the Red Sea, and they carry provisions for a month.

An inspiring little yarn is told about one of the original two dhows, named the "Kitty," which was commanded by Lieutenant Bevan, R.N., with only six Bluejackets under him, and which successfully tackled and captured a much larger gun-running dhow manned by at least twenty well-armed and desperate Arabs.

A CAPTURED DHOW.

Type of the vessels used for "gun-running" on the coast.

The proceedings opened by a make-believe on the part of the "Kitty" that she was a crippled native craft in need of assistance. Having by this means decoyed the big dhow within easy distance, Lieutenant Bevan threw a blank shot across her bows, and the crew of the gun-runner, perceiving their error, at once replied by a volley. Then ensued a smart little engagement, the gun-runner having both the wind and heels of the "Kitty," which, however, was able to punish her opponent severely with shells from her 3-pounder. After doing its best to overwhelm the "Kitty" with repeated volleys, the big dhow suddenly beat out to sea, and might have escaped but for a well-planted shell which cut her mainsail adrift and so postponed her departure.

The "Kitty's" crew now prepared to board, and did so after a further show of fighting on the part of the gun-runners, the remnant of whom eventually threw themselves into the sea to escape capture. The prize was then taken into Aden, and found to have French papers and to have come from Jibutil. Lieutenant Bevan and his gallant crew have since received the warm commendation of the Admiralty for their splendid services.

There is no question that this matter of gun-running is a serious one as regards not only the operations against the Mullah, but also the future of our supremacy in East and Central Africa. It is a serious matter that such irritations as have been indicated should continue, and it is highly satisfactory that this objectionable traffic, which is evidently not being discouraged as strongly as it ought to be by the French, should now be in process of investigation and probable extinction by such a strong and capable agency as the British Navy.

Photos. Copyright. "Navy & Army."

A.—OFFICERS OF THE FIELD FORCE.
B.—AN OFFICER'S BAGGAGE CAMEL.
C.—MAKING READY FOR A MOVE.
D.—LOADED CAMELS ABOUT TO START.

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THE SEA-POWER OF THE NATIONS.

A Record of Policy and Progress from Week to Week.

IT has been suggested to me by correspondents that it would be advisable from time to time, as a matter both of interest and utility, to give in these pages some account of the Naval literature recently published or currently read in the countries which attach great national importance to the possession of maritime power. To those who are students of the history of Navies, or of the policy and means by which Naval expansion has been or is being brought about, such information may be welcome, while generally a view of the Naval literature of the day will serve as an index to the state of the public mind in the countries referred to. We could have no better example of an intimate relation between the published word, as an expression of national sentiment and interest, and the accomplished fact, than the increase, or one might say the creation, of the German Fleet. Other countries, like our own, or France or Spain, might be expected, as the heirs of great Naval traditions, to have a large Naval literature, but the history of the German Navy is brief and inconsiderable. Hence, while we find great attention paid among us alike to the past, the present, and, in a measure, the future, the literature of Germany has reference chiefly to the things of modern times. In "Die Flotte," which is the part of the volume relating to Germany in the admirable series called "Die Heere und Flotten der Gegenwart," Rear-Admiral Aschenborn does, indeed, go back to the raids of the Vikings. But it must be confessed that the interest in these things is neither absorbing nor particularly instructive.

It is when we turn to quite modern times in Germany that we find a compensating richness in an enormous volume of Naval literature all bearing more or less upon the quite recent expansion of the Fleet. Captain Mahan's "Influence of Sea Power," translated by Admirals Batsch and Paschen, published by Mittler, in two volumes, has had a great sale, and is probably at the root of the modern German Fleet. It has, indeed, been related of two eminent Englishmen that one once asked the other what he thought of Captain Mahan's book. The reply was that it was a fine piece of history, but would yet cost us £100,000,000. This translation was made under the inspiration of the German Emperor, who had long struggled in vain against the obtuseness of the Reichstag, which could never see daylight through his Naval proposals. That weighty body regularly struck out about 50 per cent. of what he proposed to do; but it is now an old story of how, by speech and writing, by using the Colonial party, and latterly by taking advantage of the German Anglophobia, the Kaiser has created the Navy of to-day. The German Navy League has issued publications broadcast through the land, and its 600,000 members have had their interest kindled more ardently thereby. The paper known as *Die Flotte*, the illustrated journal *Ueberall*—conducted much upon the lines of this paper, which, I believe, suggested the idea originally—the *Allgemeine Marine-Korrespondenz*, various calendars, and, perhaps, as much as any, the "Flotten Liederbuch," which contains 350 nautical songs, chanties, and patriotic pieces, have done a great deal to create a strong body of public opinion. The Navy Department itself issues the monthly *Marine Rundschau*, now in its fourteenth year, and a repertory of personal, material, tactical, strategical, and statistical information.

It is worth noting that considerably more than fifty various volumes dealing with Naval subjects were published in Germany in 1901, and there is reason to believe that the output in 1902 was even larger. Four or five annuals are published every year. That known as "Nauticus," published by Mittler, has now several volumes issued, of which the first was issued in February, 1898. It contains a vast amount of information about the German Fleet and the Fleets of the Powers, with lists of ships and guns, diagrams, etc., and many chapters relating to Naval subjects. In short, it is not unlike the "Naval Annual," though upon a smaller scale. Then the "Jahrbuch," of the Navy League itself, is a very handy volume of like character, having something like 700 pages. Not less excellent is Commander Bruno Weyer's "Taschenbuch" of the German and foreign Navies, with tables, diagrams, and a wealth of information, published at Munich by Lehmann, while "Das kleine Buch von der Marine"—"The Little Book of the Navy"—appears at Kiel. The "Deutsch-Nautisher-Almanach" is a popular issue, and there are some other analogous publications.

The Germans, with characteristic thoroughness, examine into the affairs and the state of every Navy, and the set of volumes which has been referred to, "Die Heere und Flotten der Gegenwart," published by Schall and Grund, contains complete accounts of modern Navies and Armies, and forms a series of handsome volumes, very finely illustrated. There is nothing of the kind in this country, and the series may be commended to all enquirers. The popular interest in the Navy is stirred by many pictorial issues, not the least important being the "Bilderbuch für deutsche Knaben"—"The Naval Picture Book for Boys"—which is but one of several like publications. One of the best books of the kind is Bernhard Denninghoff's "Deutschlands Kriegsflotte," an album of excellent photographs, published by Ladewigs at Wilhelmshaven. Rear-Admiral Plüddemann has prepared an illustrated German nautical calendar, published by the Navy League, and is also the author of an admirable pictorial volume, entitled "Modernes Seekriegswesen"—"Modern Naval Affairs"—wherein he describes and pictures life in the Fleet, and the occupations of the seamen.

It is not surprising that German seamen should have directed a good deal of their attention to the British Navy, and some of them, like Admiral Livonius, in his "Die Deutsche Nordseflotte un die Englische Seemacht," have said some things that were not pleasant, and that were not quite correct. Certain of them, including Admiral Livonius, have devoted their attention to the best means of invading this country. Soldiers also, like Baron von Lüttwitz in the "Militär-Wochenblatt," and Baron von Edelsheim in his "Operationen über See" (Eisenschmidt) have expounded the same view. Commander Wislicenus is the author of some reflections of a like nature, in relation to a conflict between England and the Dual Alliance. "Englands Land- und Seepolitik," by Amram (Fussinger), is a very argumentative pamphlet of like sort, and a whole catalogue might be made of books of the same class.

Quite another set of volumes is that which is concerned with professional and technical matters, of which "Die Schiffbauindustrie in Deutschland und im Auslande," by Constructor Tjard Schwartz and Dr. von Halle, is perhaps the best example of a large class. Enough, however, has been said to illustrate the very remarkable literary torrent which has accompanied the expansion of the German Fleet. To look even at the lists of such publishers as Mittler, Boll and Pickardt, Eisenschmidt, Lehmann, Lipsius and Tischer, and Schrœder, is a revelation, and the pamphlet literature of the expansion is truly extraordinary in strenuous advocacy and patriotic fervour.

A new literature which stimulates a people to the creation of a Fleet, which maintains public interest in what has been done, and which provides an abundant supply of scientific and technical volumes for the Navy, and, at the same time, a never-failing succession of popular books and papers, is surely remarkable. The German Navy League, which publishes so much, has also delivered through its agents something like 4,000 lectures in the country, most of them illustrated in a popular way, and takes credit to itself for having had a large share in the growth of German Naval power. The Kaiser has taught the people that "their future lies on the water," a fact that the Press will not allow them to forget. There is not, indeed, in the world any country, even if we include our own, which can show such keen and sustained interest in Naval affairs, and the long series of books, magazines, and papers relating thereto deserves to be noted in England as having afforded one means, and certainly not the least, of bringing about the marvellous growth of German power which we have witnessed. That, indeed, for us may be the chief interest of the books I have referred to, and of a whole library of others which are similar. Moreover, in the same connection it is noteworthy that a school of Naval art has sprung up, in which Herr Willy Stower is the leading spirit.

JOHN LEYLAND.

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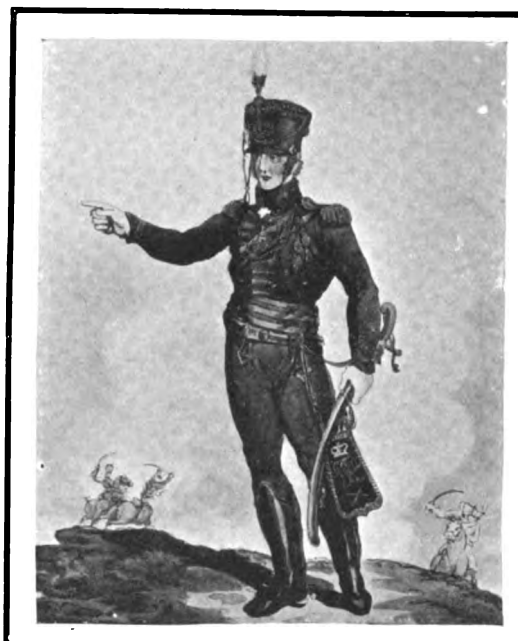
ROUND THE MILITARY CLUBS.

WHAT SOLDIERS ARE THINKING, SAYING, AND DOING.

By RANGE-FINDER.



A MAJOR-GENERAL OF CAVALRY, 1812.

THE attack upon the present War Office system, and Mr. Brodrick's *régime* generally, which I foreshadowed in my last week's article, has commenced. The first shell in the campaign was fired on Saturday, the 17th, by Mr. Winston Churchill, M.P., in his speech to the Primrose League at Oldham. All that can be said is that the attack has commenced badly; the Oldham shell is either a premature burst, or bad material. I incline to the latter view, and I cannot but think that both Conservatives and Liberals alike will regret that Mr. Churchill made that speech; for by delivering himself as he did at Oldham he has for two reasons materially weakened the attack. In the first place, he has given warning that the attacking force was in array, and in the second, he has probably, by his injudicious patter—we cannot call his Oldham speech anything else—alienated many who, if the attack had been placed in competent hands, would have sided against the present Government, though up to date they had voted for it. As I tried to point out last week, the opportunity which the Army Reform question gives at the present moment to an able man who is prepared to avail himself of it, is immense. It is an opportunity which may only come to young statesmen once in twenty years, and in the hands of an able man a sound common-sense proposal would carry the sense of the nation with it.

The new military appointments which were gazetted last Friday week, inaugurate the attempt to give promotion by merit which I foreshadowed in this column some weeks ago. Some of these appointments came as a surprise, not the least of which is the appointment of General Baden-Powell as Inspector-General of Cavalry. Myself I doubt if this is a good appointment, for two reasons: first, Baden-Powell is a very faddy man; he has been too faddy with the South African Constabulary, and if that is so, he is safe to be faddy with the British cavalry, which is a fatal trait in an Inspector-General, as the officer whose term of office has just expired has found to his cost. Secondly, he is not over-popular with the cavalry, which is also a consideration. I therefore shall not be surprised if he does not hold the appointment for long. I understand that Colonel A. H. M. Edwards, C.B., 5th Dragoon Guards, is to succeed General Baden-Powell in command of the South African Constabulary. He is a right good man. It will be remembered that he commanded the original Imperial Light Horse during its halcyon days, and since then he has commanded the Klerksdorp-Krugersdorp section of the South African Constabulary.

It was something of a surprise to a great many military men to see that the two best brigades are to go to Scobell and Rimington, and that such a man as Colonel Douglas Haig, A.D.C., of the 17th Lancers, has been passed over, and the brigades given to men who at the best only came to the front in the rat-catching phases of the late war, though they are first-class all-round soldiers. Perhaps the War Office has something up its sleeve for Colonel Haig. General Elliott's tenure of the Cavalry Inspector-Generalship of India is nearing completion, and as General Elliott was a Bombay Lancer or a Poona Horse man it is the turn of the British Service to supply the next incumbent. Perhaps this post is being kept warm for Colonel Haig. There is no doubt in the minds of most soldiers that Douglas Haig is the ablest cavalryman under general's rank in the British Army. He certainly proved himself an able Chief of the Staff to General Sir John French during the early and most trying part of the campaign in South Africa. And as the Indian Army looms large in the probabilities of our next real military struggle, it may be—and let this be every soldier's hope—that we shall have Douglas Haig at the head of a Division in the plains of Western Persia. I understand that Colonel Broadwood was to have had the Brigade which has been given to Colonel Scobell; but it was found that he was medically unfit to serve in England, and was consequently given the command in Natal, which he has just joined. But we have no reason to complain of the appointment of either Scobell or Rimington; both are right good men.

And another right good man who appears in this announcement is Colonel Parsons, who goes to take up the appointment of Inspector-General of Artillery in India. Colonel Parsons was Sir Redvers Buller's C.R.A. in all the Natal fighting after the Colenso debâcle, and proved himself a Gunner of extraordinary merit. But the good he has done for this branch of the Service is not confined to the South African Campaign. He is a splendid organiser and instructor, and a man with an imagination and real ideas of his own. You may be pretty certain that he has been specially selected by the new Commander-in-Chief in India, and you may take this statement for a test with regard to all appointments of a senior nature which you subsequently see gazetted to the "Shiny East."

To the appointment of Lord Grenfell to the command of the 4th Army Corps we cannot take exception, as that organisation does not exist except in Mr. Brodrick's imagination. I suppose that this is still another belated expression of kindly interest in the good and sound soldier whom Lord Kitchener—then Sir Herbert Kitchener—superseded in the advance to Khartoum. The command of the combined British and Soudanese Army was Sir Francis Grenfell's by right, since he was commanding the British troops in Egypt and Kitchener was then only the Sirdar of the Egyptian Army. Moreover, it had been definitely promised by the Cabinet that Sir Francis Grenfell should have the final command. At the last moment Lord Cromer and the Sirdar worked the oracle, and Lord Salisbury gave orders to the Commander-in-Chief, and Sir Francis Grenfell, in spite of solemn promises, was superseded—possibly with the result that we had three years' war in South Africa instead of two. But of this kind is history fashioned from all time. I only hope that during his four years of tenure Lord Grenfell may be able to find his Army Corps. He certainly will be able to inspect it as often as he likes if he trots down to the War Office and runs through the pigeon-holes.

The silly order which was issued about two years ago putting an end to the inter-regimental polo tournaments is about to be rescinded, and wisely so. It was one of the silliest orders that have ever been promulgated, and arose out of the belief that it would make the cavalry officer a better soldier. The peg upon which the argument hung about polo tournaments was that they made living in a cavalry regiment expensive. For myself I can see no harm, if a young man has money to spend, why he should be debarred from spending it while in his country's service. It has yet to be proved that the young man with means makes a bad cavalry soldier. The late war did not prove it—quite the reverse. We have obtained some of our very best soldiers, as the appointments quoted earlier in this paper show, from the monied classes. Well, the polo tournament is to be reinstated in the Army, only the conditions have been somewhat modified. Instead of the whole tournament being played upon either of the well-known polo grounds, such as Hurlingham, Ranelagh, or Roehampton, only the semi-finals and the finals will be played in London, and the club whose grounds are used will have to meet the expenses of the competing teams. Altogether I think this a very sound conclusion, for it will certainly be worth any club's while to provide the funds for a show which will mean many hundreds of pounds to them as gate-money. The majority of senior cavalry officers are unanimous that the more a game like polo is encouraged in the Army the better it is for the Service, since there is no other game invented which teaches a man to be resourceful and self-confident at the shortest notice.

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A CAMP SCENE NEAR PESHAWAR.

OUR INDIAN EMPIRE.

A Running Record of Military Life and Incident in the "Shiny East."

By Captain Owen Wheeler.

SIR WILLIAM HOOPER, in addressing the lieutenants of the Indian Medical Service who have just passed the Netley examination, recalled an amusing tradition connected with his own early days in India, concerning an Indian Army doctor who was known as "Dr. Dado." The story went that this worthy placed implicit faith in certain very potent pills of his own composition, a large box of which, carried by an orderly, always accompanied him when he went the round of his hospital. When he had listened more or less attentively to the patient's own account of his complaint, the doctor's invariable habit was to turn to the orderly—no matter what the complaint was—and say briefly, "dado," the Hindustani word for "give." What measure of success attended this somewhat monotonous form of treatment Sir William Hooper did not say, but he was certainly justified in adding that the doctor of the "Dado" type, if he ever existed, is now as extinct as the dodo. It may be that Army doctors in India, as at home, do not always rise to, and remain at, the very highest level of professional enthusiasm and attainment, but all must be distinctly competent before they can obtain their appointments, and in several cases officers of the Indian Medical Service have achieved a European reputation. Still more to the point is the probability that the average Indian Army doctor is at least as zealous and accomplished as the average doctor in any Army in the world.

I have many vivid memories, mostly of the kindliest sort, of military doctors in India, both those belonging to the Army and those of the Indian Medical Service. One of the nicest and best men I ever met was an Army doctor who held a staff appointment up at Simla—he is now dead, and I need not mention his name—whom I used constantly to chat with on my way to office in the days when I was a "twig" of the Intelligence Branch. He was extremely fond of tennis, and at very great expense had a tennis-court constructed behind his house—a serious matter at Simla, where most of the building is upon the slopes of the hills. Some thousands of rupees must have been spent in excavation and revetment, and the result was excellent. But one morning I came up with my friend on the Mall, and was greeted with his jolliest smile and the remark, "You know my tennis-court?" As I had played on it a few days before, I had no difficulty in replying. "Well, it's just gone down the hill!" And so it had, for there had been a landslip in the night, and there was now next to nothing of the court to be seen. I do not think I have ever seen a man take a serious annoyance more chirpily.

This admirable philosopher was a quaint example of that common type of clever man who imagines that his real *forte* is something quite different from that for which he has achieved a sound reputation. He was really a remarkable naturalist, had published some important scientific works, and was a Fellow of the Royal Society. His position in Simla was a secretarial one, and it was only quite occasionally that he did a little general practice during the winter in the absence of one of the other Simla medicos. I had to consult him once, and came to the conclusion that, although the dearest old chap imaginable, he was not a doctor one would have implicit faith in. Yet one day he said to me confidentially, "You know, Wheeler, people are making a great mistake about me. They think I am a bit of a scientist, and, of course, I have done a little in that way. But the truth is that my strong point is surgery!" Of course I agreed that it must be so, but I could never discover that my friend had ever displayed any surgical skill worth talking about, and I am quite sure that nine-tenths of his acquaintances would never have allowed him to perform the most trivial operation on them if they could possibly have avoided it.

Another most distinguished Army doctor whom I have met is the veteran Surgeon-General Sir Anthony Home, V.C., who won his Cross in the Mutiny, and also served in the Crimea, China, and New Zealand, and in the Ashanti War of 1873-74. He was not generally popular at Simla, for he was, to say the least, brusque in manner, and was anything but suave in his relations with Simla society. It was common talk that callers at his house were sometimes confronted by a notice handed them by a servant to the effect that Sir Anthony and Lady Home "did not desire to extend the circle of their acquaintance!" A severe-looking little man, he did not personally encourage a stranger to address him, yet one day, greatly daring, I ventured to open conversation with him on the ground that I was secretary of the Simla United Service Institution, and would be so grateful to him if he would recommend some officers of his department to whom I might apply for contributions to our journal. Expecting a rebuff, I was utterly surprised at finding myself not only most graciously received, but rendered prompt and practical assistance. Whatever he might seem to the outside public, Sir Anthony had heaps of professional enthusiasm and a singularly intimate knowledge of, at any rate, the literary capacities of his subordinates. Later on he himself wrote me a most interesting letter, giving his views on the Swiss system of modified conscription, but I could not induce him to let me have anything for publication, for he was, I think, the most retiring modest man I have ever encountered, and only seemed really happy when talking about other men's ability to do what he himself could probably have done infinitely better.

An amusing contrast to this notable veteran was an Irish doctor, whom I met at Neemuch, in Central India, and who was a capital fellow and a good doctor, too, but by no means one of the shy and diffident sort. There had recently come to the station a major belonging to the Native Infantry Regiment, who had been away on leave or staff employment, I forget which. He was a particularly quiet little man, and for some inexplicable reason the doctor took it into his head to chaff him on the subject of riding. "Are ye fond of horses, major?" he asked one afternoon when there were perhaps half-a-dozen fellows present in the Native Infantry Mess. The major said he was, and further admitted that he rode "a little." "A little, ye say; then perhaps it's an impartial rider ye are?" "Impartial rider," said the major, looking a little puzzled; "what do you mean?" "I mean that ye're impartial as to what part of the animal ye ride on," said the doctor, winking to the rest of the company.

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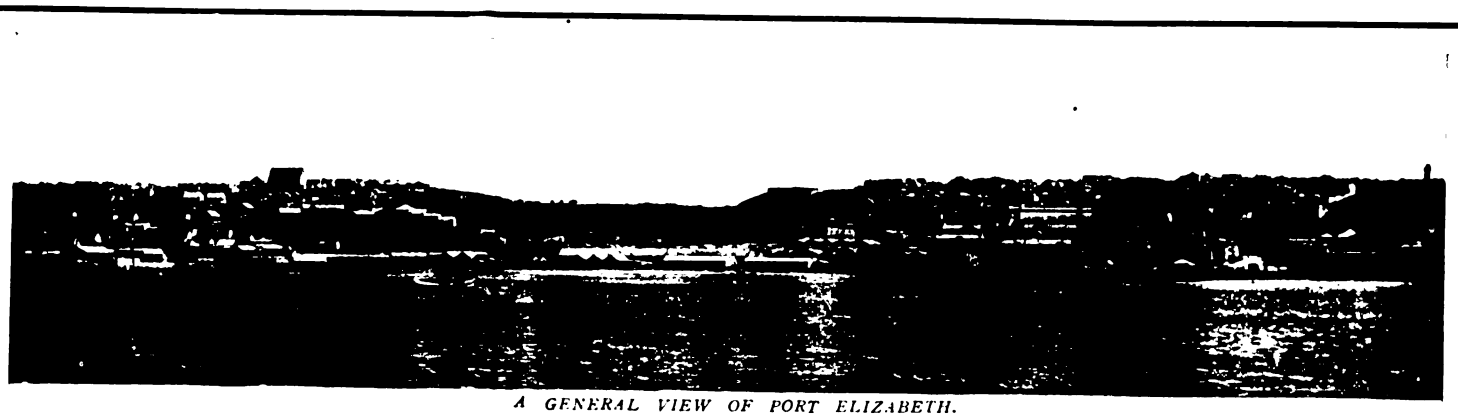
"Oh, no," said the major, laughing pleasantly, "I don't think I am as bad as all that. But I must be going home to tea now. Good evening all!" and he rose and went forth. "Doctor," said one of the fellows present, "you have made a large-sized ass of yourself. The major is one of the best steeplechase riders in India, and we all know that it's as much as you can do to ride like a sack of potatoes on the flat." But I have another memory of that same doctor. One of my brother officers was struck down by heat apoplexy, and I shall never forget the skill and tender care with which that irrepressible Irishman tended him. At one time it was a very near thing. We had watched by the patient's bedside all night, and in the early morning the doctor was feeling his pulse and looking, as I thought, strangely anxious. Suddenly he dropped the wrist, turned to a chair on which was standing a basin of water, and dashed the latter into the sick man's face. The patient shivered and gasped, but his breathing seemed to grow gradually stronger, and eventually he recovered, and is alive now. The doctor told me afterwards that for an instant the pulse had stopped, and he believed that life had fled. He had tried the cold douche as a desperate experiment, and it had succeeded, since the shock had had the desired effect, and the patient had rallied from that moment.

Such disjointed personal reminiscences as the foregoing are, of course, not intended to convey any serious idea of the work which Army doctors are daily doing in India, to the eternal credit of their profession, of themselves, and of the British race in its relation to a mostly ignorant native population. To do that it would be necessary to occupy much more space than is here available, and to go into details which would require still further explanation. But coming across Sir William Hooper's mention of good old "Dr. Dado," I fell to thinking of some Indian medicos I myself had met, and these memories are the result. If I have been unduly discursive it has been from no wish to minimise the immense value and importance of the medical work done in India, often in circumstances peaceful maybe, but still of great toil and danger. Nor have I forgotten the frequency with which doctors on Indian battlefields are exposed to deadly risks from the indiscriminate attentions of enemies to whom the red cross is an altogether unintelligible symbol.

Last week I wrote of the Sikhs. I wonder if any reader can tell me where I can find a poem called "The Old Sikh," which was contributed, I think, to one of the Indian papers about twenty years ago by Sir Mortimer Durand. It was a fine rousing piece, modelled on Sir Alfred Lyall's well-known verses, "The Old Pindari," and evincing a very much more contented spirit. The old Sikh appeared to have done well for himself under British rule, for his "lands were broad on the Ravi," and he had, if I remember rightly, other causes for gratification; whereas the old Pindari was in very bad case, the last of his property being on the point of seizure by the money-lender, while he found it impossible to fall in with the new order of things, so different from that of his old freebooter days.



A GENERAL VIEW OF PORT ELIZABETH.

BRITAIN BEYOND THE SEAS.

A Weekly Study of Colonial Naval and Military Interests.

By IMPERIALIST.

VERY considerable interest is attached to the selection of General Sir Charles Mansfield Clarke to succeed Lord Grenfell in the Governorship of Malta. The appointment is an excellent one from the personal standpoint, for Sir C. Mansfield Clarke is not only a military officer of great capacity and distinction, but a man of parts and experience, eminently qualified to fill a post which at any moment may become one of altogether exceptional importance. As regards professional requirements, there is, of course, no very serious necessity that the Governor of Malta should be a very able and up-to-date military commander, for, in the nature of such things, it is extremely unlikely that he would ever be called upon to lead any portion of the forces which he controls in the field. On the other hand, it would be manifestly absurd to entrust the charge of such a powerful and important garrison to anyone but an officer of more than ordinary capacity, since in the tenure of the Malta Governorship many military questions may conceivably arise with which a mere "respectable veteran" would be wholly unable to cope. The possible co-operation with the Naval authorities in circumstances of the very gravest sort would alone render any but a most careful selection of a military officer as Governor of Malta an unspeakably foolish proceeding, while the constant recurrence of occasions on which Malta can be made to play an important part in regard to early reinforcements for India, Egypt, and Africa emphasises the desirableness of placing in this high post a man of administrative ability, clear judgment, and great decision of character.

On all such grounds the selection of Sir C. Mansfield Clarke is distinctly reassuring. He has not, like Lord Grenfell, led an "army" in the field, but he has an excellent war record, and is most favourably known as a keen and thorough soldier. It is only two or three years since he was in charge of the tactical training on Salisbury Plain, a responsibility which would certainly not have been entrusted to an officer whose qualifications as a peace commander—to say nothing of war leadership—were doubtful; and it will not be surprising if his talents and predilections in this line receive some incidental illustration in the expansion of the annual "Malta Manœuvres," which have repeatedly been described and illustrated in these pages. But Sir C. Mansfield Clarke has also had invaluable administrative experience in command of the forces in Madras, and as Quartermaster-General of the Home Army. There are not many military problems likely to arise at Malta in the solution of which the future Governor's store of knowledge gained in India and Pall Mall will not be of the utmost practical assistance.

But, as we have hinted, the Governorship of Malta is a post which is surrounded by other than military actualities and possibilities. There are matters of internal politics which may require very careful handling, and which, as has been shown in the matter of the "language question," may involve the Governor in a mass of complexities. In dealing with these, tact, patience, and sagacity are very much more to the point than military experience. There are social considerations, too, which may need attention, and it must not be forgotten in this connection that Sir C. Mansfield Clarke will find a condition of affairs somewhat different from that which existed when Lord Grenfell took up his appointment. Only a few months back we commented in these notes on the interesting growth of a new section of society in Malta, composed of the families of Naval warrant officers and petty officers which, under Admiralty encouragement, were beginning to take up residence in the island, and also of the families brought out by the Royal Garrison Regiment. Any addition of this sort to a Colonial community may prove to be of very great significance, and it is well that in the presence of such an interesting development the new Governor of

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Malta should be, like his predecessor, a person of tact and *savoir faire*.

But, of course, the main point is to have at these great posts of Empire men whom the Empire can trust to keep their heads and to act promptly and vigorously in any of those tremendous emergencies which the unsettled state of European politics may bring upon us at short notice. Sir C. Mansfield Clarke is such a man, and in his strong and capable hands the Governorship of Malta is likely to be as well administered as the Naval command in the Mediterranean has been by a succession of splendidly capable and distinguished Commanders-in-Chief.

The details now available of the expeditionary force which has been formed in Northern Nigeria for the purpose of bringing the Emir of Kano to his senses confirm what we have said more than once in these notes as to the business-like military methods of the Colonial Office. It is true that the force is but a small one, consisting of 37 British officers, 1 British sergeant, 16 European civilians, and 1,050 men; but officers and men are seasoned and experienced soldiers, and the leadership of Colonel Morland will certainly count for a good deal. It is also particularly satisfactory to learn that further troops are being held in reserve both in Southern and Northern Nigeria. This is a military precaution sometimes sadly neglected—usually, it is true, because no reserve is possible—in our Colonial military enterprises. In the early operations against the Mullah in Somaliland, for instance, troops were not only sent out "into the air," but there was no possibility of speedy reinforcement in the case of a reverse. It is said in India that if, after Colonel Swayne's mishap, it had been possible to send him a prompt reinforcement, he could easily have followed up and crushed the Mullah, as the latter had only about 600 men with him! Evidently the Colonial Office does not intend to suffer by any similar deficiency at a critical moment, and if the resistance made by the Emir is temporarily successful, it does not follow that thousands of troops will have to be borrowed, and a wireless telegraphic system installed, to subdue him finally.

Colonel Morland's expedition includes 100 mounted infantry, five 12½-pounders, and seven Maxims, and, although Zaria, where the force has been concentrating, is only one day's march from the Emir's frontier and five days' march from Kano itself, the operations are expected to last three months. This looks very much as if something more than the mere infliction of condign punishment upon the Emir, both for his repeated acts of insolence and for harbouring the murderer of Captain Maloney, were intended. Strongly defended as Kano is reputed to be, it is not likely to hold out long against the "persuasions" of powerful field guns, and the Emir's numerous horsemen may find it inconvenient to face Colonel Morland's Maxims after the first two or three impetuous onslaughts. But when Kano is taken and either demolished or occupied, a *promenade militaire* through the whole sultanate may be a highly desirable step, and the mounted infantry may be even more useful at this stage than in the early days of what promises to be a very brisk and perhaps sanguinary little campaign.

It was reported the other day that the Maoris were signing a petition to the Crown praying that Mr. Seddon be appointed to succeed Lord Ranfurly as Governor of New Zealand. The leading local papers were urging Mr. Seddon to discountenance the movement, on the ground that no pressure from any section of the Colony should be brought against the Crown in the matter of the latter's exercise of its prerogative as regards the appointment of Governor. This is a local and personal question in which the writer of these notes is not closely interested, although it would be curious, supposing Mr. Seddon were ever made Governor of New Zealand, to note the development of his Imperialistic sentiments from that new starting point. Not only curious, perhaps, but very importantly beneficial, for, with all his flamboyant oratory and occasional crudity, "Dick" has given Imperialism a notable lift at the Antipodes, and his attitude at the Colonial Office was very much more friendly to the Mother Country than that, say, of Sir Wilfrid Laurier, so far as prompt acceptance of sound principles of Imperial Defence were concerned.

But the circumstance alluded to is of further significance, as showing how well the strong interest which the Maoris take in their political and administrative surroundings is maintained. As a rule in this country the Maoris are still very imperfectly understood, and it is only here and there that a correct idea exists not only of their intelligence and fighting quality, but of their ready acquiescence in, and quick, even though partial, adaptation to, the ideas and forms of civilisation. Probably not many men in the English street are aware that the Maoris have formed among themselves a big parliament with upper and lower "houses," a prime minister, a ministry with standing orders, and a speaker. It is true that beyond a certain point Maori civilisation will not bear very close inspection, and that a Maori settlement is sometimes rather a queer mixture of contradictions. But the Maoris are still a race to be reckoned with, and it seems a great pity that we cannot put their many good qualities to better account for Imperial purposes. Some day, perhaps, we may have a really useful Maori contingent, but in the meantime much of the old Maori fighting spirit seems to be wasted on interminable and often senseless litigation.

THE FIRE AT GOVERNMENT HOUSE, ALDERSHOT.

A SOMEWHAT disastrous fire occurred on January 15 last at Government House, North Camp, Aldershot, which it is supposed originated by reason of a curtain catching fire in one of the upper rooms. The premises were occupied by General Sir John French, who was, however, away at the time, but arrived at Aldershot on the following day and paid a visit to the scene, accompanied by Lady French, for whom quarters had been provided in the neighbourhood.

The ruins on the morning following the outbreak presented a remarkable appearance, the water which had been used to subdue the flames having frozen during the night, and artistically shaped icicles were to be seen hanging from every ledge and cornice.

A large number of valuable articles, including prized souvenirs and testimonials, were lost, but some of the furniture in the lower rooms was removed by the numerous "Tommies" called out. These articles were deposited in the surrounding grounds, and sentries with fixed bayonets were stationed round to guard the property. The conflagration was first noticed at about nine o'clock in the evening, and spread with great rapidity.

Owing to the hard frost which prevailed the firemen were considerably handicapped through the insufficient supply of water at hand, and despite all that could be done, the building was totally destroyed. The occurrence is the more to be regretted from the fact that General French just recently spent a good sum in furnishing the house, and very little was rescued.

Photo. Copyright. A VIEW OF THE RUINS. T. Helsoy.

The buildings as they appeared the next day.

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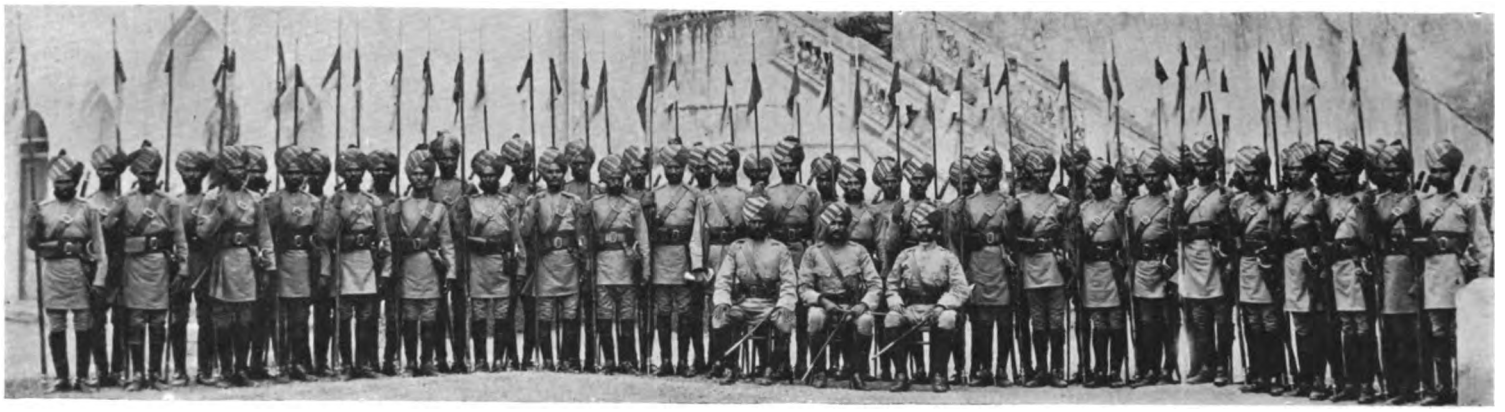

Photo. Copyright. THE HYDERABAD IMPERIAL LANCERS. *Platin.*

OUR GREATEST FEUDATORY.

THE Nizam-ul-Mulk of Hyderabad is the greatest feudatory of the Empire. The area of his dominions is greater than that of Great Britain. The population, exclusive of that of the Assigned Districts which are under British control, is, roughly, 10,000,000. This Prince is, in point of rank, the first Mahomedan ruler in India, and yet of his subjects only about one-tenth, or 1,000,000 souls, are Mahomedans. It is common in India to see this disparity in numbers in the members of the State religion and their fellow-subjects who profess a different creed. Thus in Kashmir we see a handful of ruling Dogras controlling a population of Mahomedans—the reverse of what is the case at Hyderabad.

There is probably no army in India so curious as that of His Highness the Nizam-ul-Mulk — curious as representing an amalgam of men of nations widely different gathered under the same flag. The conditions of service in the various branches are also so complex as not to admit being dealt with in a short notice.

The Nizams were originally Governors of the Dekkan under the Moghul Empire of Delhi. In preparation for a full assertion of independence the old Nizams gradually strengthened their forces by the enlistment of large numbers of foreigners in their forces, the said foreigners being principally Persians, Afghans, and Abyssinians. In course of time many of these married natives of India, and the offspring of the mixed blood proved to be very good material for filling the Nizams' ranks with hardy men trained from their youth to the use of arms, and, moreover, bound by ties of blood and kindred to be true to their rulers' salt. The ties of their forbears were merely those of temporary mercenaries.

Another good class of recruits came from the sturdy and warlike Rohillas, who sought service with the great Mahomedan Prince, after being nearly exterminated by the treachery of the ruler of Oudh, whom they had helped to overcome the Mahrattas. Of course the Rohillas were originally Afghans, but they had practically become a separate people before their dispersal.

In 1800 the Nizam agreed to furnish, in time of war, 6,000 infantry and 9,000 cavalry for the British service, and to do all in his power to aid the British forces with the whole of his own army. This paper scheme, however, failed, as so many paper schemes do. The troops provided did not at all satisfy Sir Arthur Wellesley, and various schemes were devised whereby our ally's forces might be made of more use to us. In 1843 the British Treasury advanced money for the equipment of the contingent, but the Nizam's Government made no effort to pay off the loan. This led to a treaty in 1853 by which the British Government agreed to maintain an auxiliary force of not less than 5,000 infantry, 2,000 cavalry, and four field batteries, all equipped in the same manner as the company's troops. The interest due on the unpaid debt was to be used to pay these

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AN EASTERN SOUSA.

His Highness's bandmaster and some of his men.

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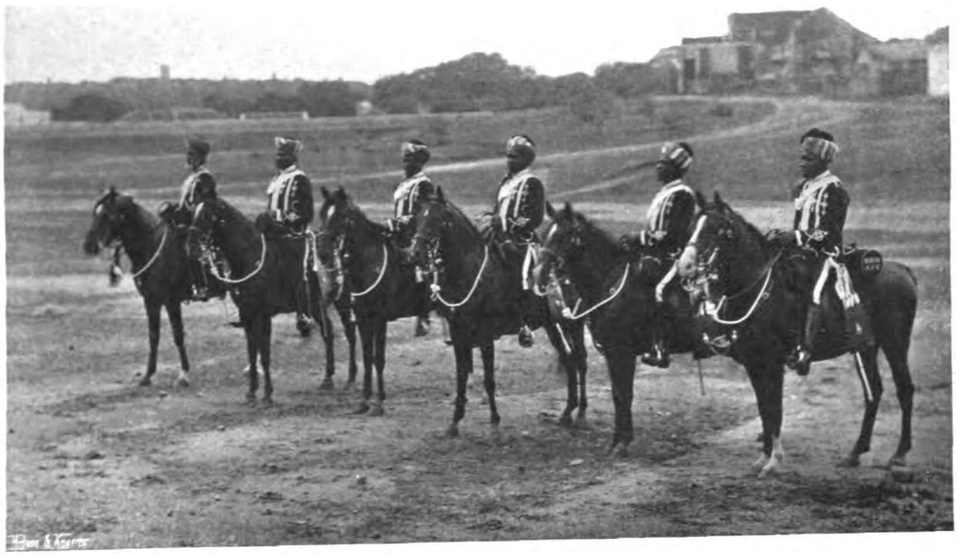
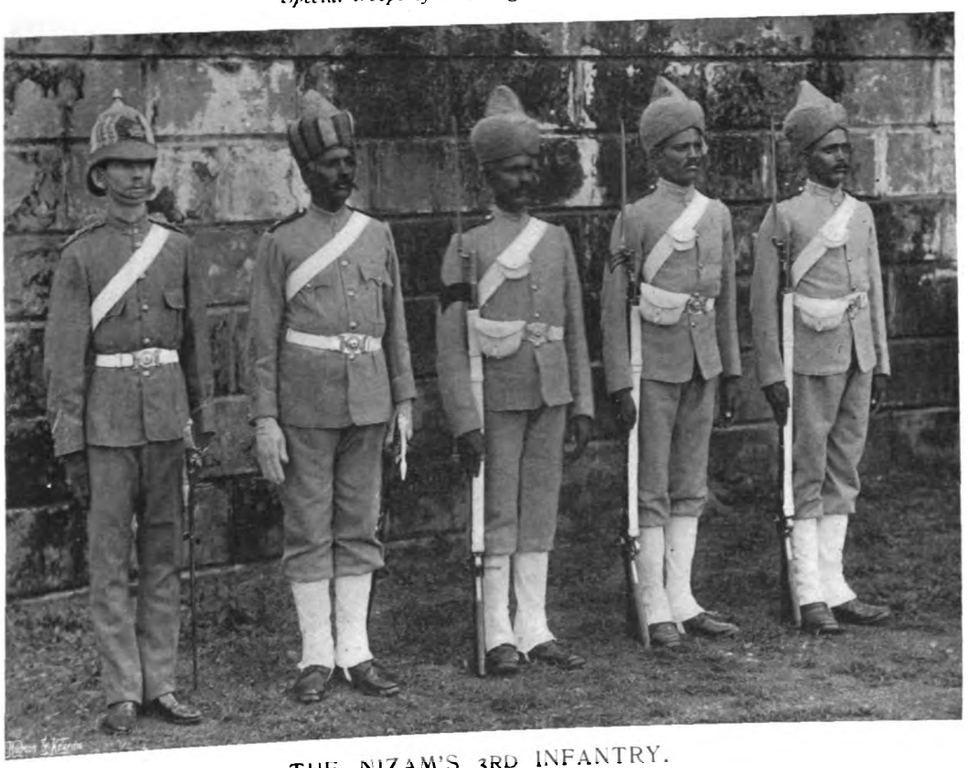


THE ARAB GUARD.
Special troops of His Highness's household.



THE NIZAM'S 3RD INFANTRY.
A specimen of his fine troops.

Bourne & Shepherd.

"FROM AFRICA—ALWAYS SOMETHING NEW."
His Highness's African Cavalry.

troops, and to provide for their pensions. The Nizam, on his part, ceded territory yielding a revenue of £500,000. The contingent thus became a force kept up by the British Government for the Nizam's use.

The value of this treaty was soon proved. When in July of the dark year 1857 the rebels attacked the British Residency at Hyderabad, the Hyderabad Contingent remained loyal and successfully repulsed the rebels. So in 1860 yet another treaty was made by which £500,000 of the Nizam's debts to the British Government were cancelled, and the Berars were taken in trust by the British Government. When originally taken over the Berars yielded a revenue of £320,000. This, under British management, has increased to nearly a million sterling.

The present Nizam has, like other great Princes, formed regiments for the Imperial Service. These have the most modern and up-to-date equipment. Exclusive of these and of the contingent, His Highness's army proper consists of 71 field-guns, 654 fortress and light guns, 551 artillerymen, 1,400 cavalry, and 12,775 infantry, besides a large body of irregulars and feudal retainers. The police force is not included. Aberigh-Mackay estimates the total force as 37,000 foot and 8,000 horse.

Hyderabad coins its own money, makes its own laws, constitutes its own courts of justice, and raises its own taxes.

The British Resident is an official of very high importance, and the Residency is a splendid building constructed altogether by native labour. When a Nizam dies the British Resident must be consulted as to the appointment of a successor, and no such appointment is valid without the consent of the Government of India. The present Nizam, who takes a great interest in all that pertains to his army, was born in 1866, and is thus no more than thirty-six years of age. He is a keen soldier, a wise ruler, and a staunch friend of the British Raj. The origin of the family, founded by Chin Kilich Khan, is Central Asian. The founder is described as having belonged to "a respectable Turk (Turcoman) family."

The most important announcement in the Honours Gazette at the Delhi Proclamation was that notifying the appointment of His Highness the Nizam to the Grand Cross of the Bath. The honour is unique. His Highness is the first and only Indian Prince upon whom the highest class of the Bath has been conferred. No one will say that he has not deserved this mark of Royal favour. His wise and beneficent rule of his enormous state has been throughout guided by a policy of true friendship and loyalty to the British Government—a friendship not of words only, but expressed by the real and spontaneous offers of men and money when he thought they would be of use.

The present Nizam had, in his youth, the very great advantage of the advice of the great and wise statesmen, the late Sir Salar Jung, and he has followed the policy which was that of Sir Salar, and which was distinctly one of the strong Imperialism of to-day.

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THE LEGEND OF THE "PRESIDENT."

THE proposed abolition of the old Naval Reserve drill-ship for the Port of London, the "President," will dispose at the same time of an interesting legend that has grown up round this man-of-war. It was a curious legend, but one of the same family with others in vogue elsewhere, of a kind common, or that used to be common, in dockyard ports. At Portsmouth, for instance, eight or nine years ago, when the old ship was broken up, a visitor who took a boat for a row round the harbour, or to Porchester, had always pointed out to him by his boatman "The Old Billy Ruff'n, sir; 'twas aboard her that Boneypartey was took a prisoner." The ship in question, it so happened, was actually not built until twenty years after Waterloo, and was the "Bellerophon" of the Russian War. That, though, did not matter locally. Similarly at Devonport. To the last the old "Foudroyant" there, whose after adventures we all know, used to be invariably pointed out to strangers thus: "A man-of-war, sir, we took from the French near a hundred years ago," the well-intentioned informant mixing the last "Foudroyant" up with a much earlier man-of-war of the name, the "Foudroyant" that the "Monmouth" so gallantly captured in the days of George II. So it has for many years been with the old West India Docks drill-ship "President."

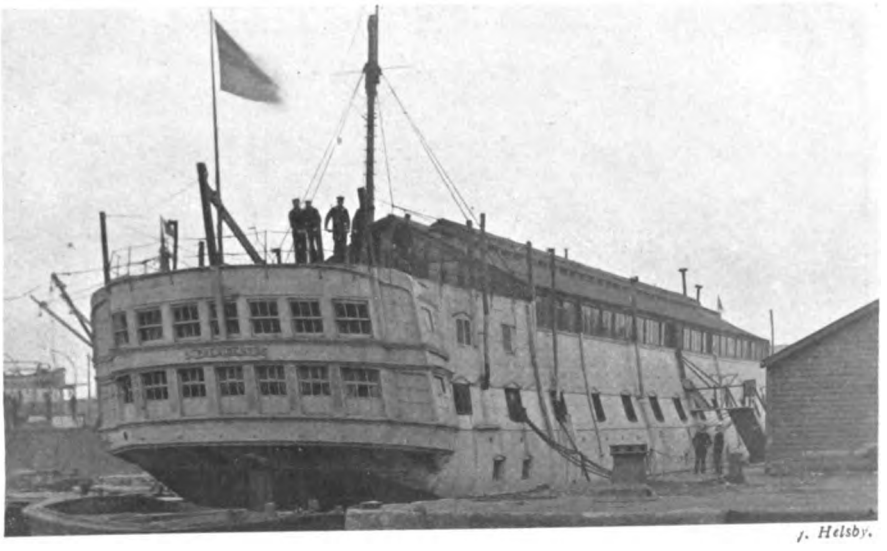
Over and over again has this vessel been described in the newspapers as a prize of war, a frigate captured from the Americans in 1814. It is true that the "Endymion," in January, 1814, did capture, after one of the most gallant single-ship actions on record, a United States frigate named the "President," but that old ship was broken up at Portsmouth in 1818.

The West India Docks drill-ship "President" was not built until eleven years afterwards, in 1829, long after the old original American prize had been made firewood of, or had gone—some of the timbers at any rate—to the local jerry-builders then at work running up the new suburb, as it was at the time, of Landport. The present ship was built at Portsmouth, on the lines and as a copy of the American frigate which had been made our prize. That is how our old drill-ship the "President" to-day comes to have for figure-head the effigy of John Adams, Washington's immediate successor as President of the United States, during whose term of administration (in the year 1798) the original American frigate "President," the "Endymion's" prize—the first of her name in the United States Navy—was launched.

AN INTERESTING GROUP.
Instructors and ship's company.

ON THE UPPER DECK.
Commander A. Meldrum will be seen at the back.

THE FIGURE-HEAD.



A STERN VIEW.

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The "President" as she appears to-day.

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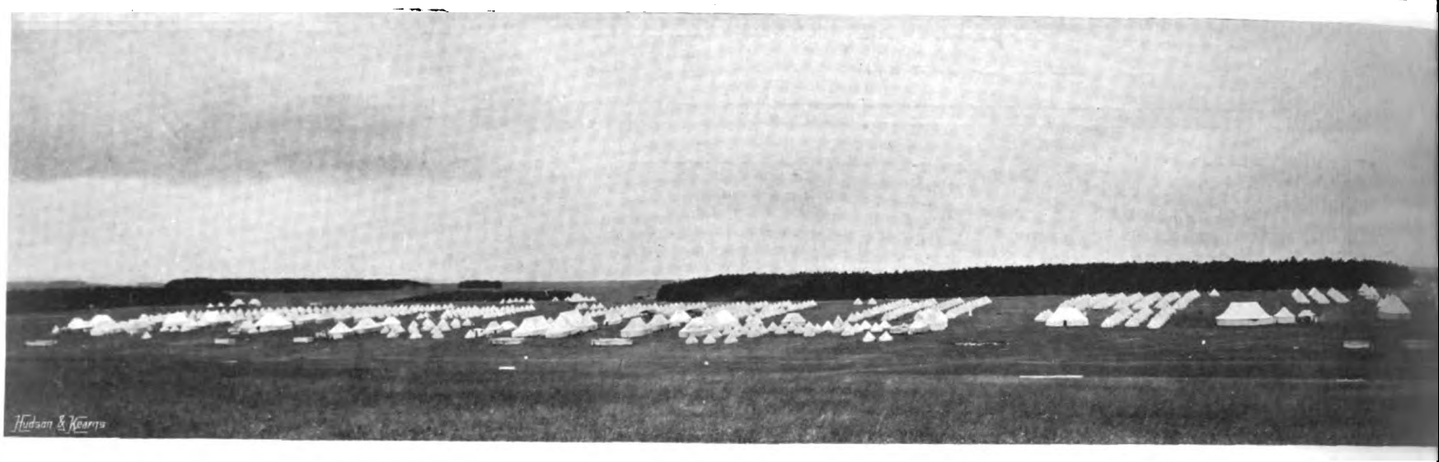
THE GLOUCESTER AND SOMERSET



A PANORAMA OF

AMONG the many Volunteer Infantry Brigades assembled in camp last August, quite one of the most efficient was the Gloucester and Somerset. What is now the 2nd Volunteer Battalion of that distinguished regiment, the Prince Albert's (Somersetshire Light Infantry), is one of those of which an illustration is shown. It was raised at Taunton in 1860, and in the early seventies formed part of the 2nd County Administrative Battalion. The headquarters companies were located at Taunton, as they are at the present day, and there were companies raised in nearly all the towns in the vicinity. That formed at Bridgwater was recruited almost entirely from amongst the employés of the Great Western Railway Carriage Works. The 2nd Volunteer Battalion Somersetshire Light Infantry has always been successful in maintaining numerical strength, and a glance at an Army List reveals the fact that there is not that scarcity of officers which is so painfully marked in many Volunteer corps. The 3rd Volunteer Battalion Somersetshire Light Infantry has now its headquarters at Weston-super-Mare. This corps was raised about the same time as the 2nd Volunteer Battalion, but while it comprised the 3rd Administrative Battalion, the headquarters were at Wells. Amongst the first appointed of the officers was the surgeon, the eminent entomologist, Dr. H. W. Livett. The 3rd Volunteer Battalion, like the 2nd Volunteer Battalion, continues to wear the grey uniform which was once almost universal throughout the Volunteer Force. The facings are black. A picture of the officers, taken when the battalion was encamped in the summer on Salisbury Plain, is appended.

An illustration is also given of the officers of the 1st (City of Bristol) Volunteer Battalion of the Gloucestershire Regiment, a corps for many years known as the 1st Gloucestershire Rifles, though always essentially the Bristol Volunteer Infantry Battalion; and, in fact, the honorary colonel now is the Lord Mayor of that city. Colonel Methuen, the commandant, is well known as a smart officer and authority upon tactics.

The fourth illustration is that of the Gloucester and Somerset Bearer Company, which has been remarkably successful during this, the first year of its existence.

All the above-mentioned corps, with the 2nd and 3rd Volunteer Battalions of the Gloucestershire Regiment, together compose the Gloucester and Somerset Brigade. This brigade was in August encamped on Salisbury Plain, on East Down, which is beautifully situated on a gentle slope to the north-east of Tilshead. Under the command of its Brigadier, Colonel H. B. Patton, C.B., the total strength of the brigade in camp was 116 officers and nearly 4,000 rank and file. Most of the corps travelled from their headquarters either on Saturday night or on Sunday, and all reached the camp so as to be ready for work on Monday morning, when the forces were divided, the idea being that an enemy was advancing towards Salisbury. The attacking force was composed of the Bristol Rifles and the 2nd Volunteer Battalion Somersets. The force which was to repel the attack was composed of the 2nd Volunteer Battalion and 3rd Volunteer Battalion of the Gloucestershire and the 3rd Volunteer Battalion Somersets. After some smart manœuvring the defending force was completely routed, the Brigadier expressing strong approval of the formation adopted by the

Photos. Copyright. W. A. Crockett, Taunton.

OFFICERS OF THE 2ND V.B. SOMERSET LIGHT INFANTRY.

Reading from left to right the names are—Standing: Lieut. E. Saunders, Lieut. T. S. Balfour, Major A. D. Willcocks, Capt. and Quartermaster E. Willie, Lieut J. Kelway, Lieut. A. R. Haviland, Lieut. G. Corner, Lieut. F. D. Urwick, Capt. R. H. Bruton, Surgeon-Capt. W. Thompson, Lieut. W. Horne, Lieut. G. S. Poole, and Lieut. W. T. Burridge. Sitting: Major E. Q. Louch, Capt. J. R. Paull, Capt. J. A. Macdonald, Capt. and Adjt. Heathcoat Amory (Coldstream Guards), Col. M. L. Blake (commanding), Col. W. Marsh, Major E. Trevor, Major C. J. Marsh, and Major J. W. Gifford

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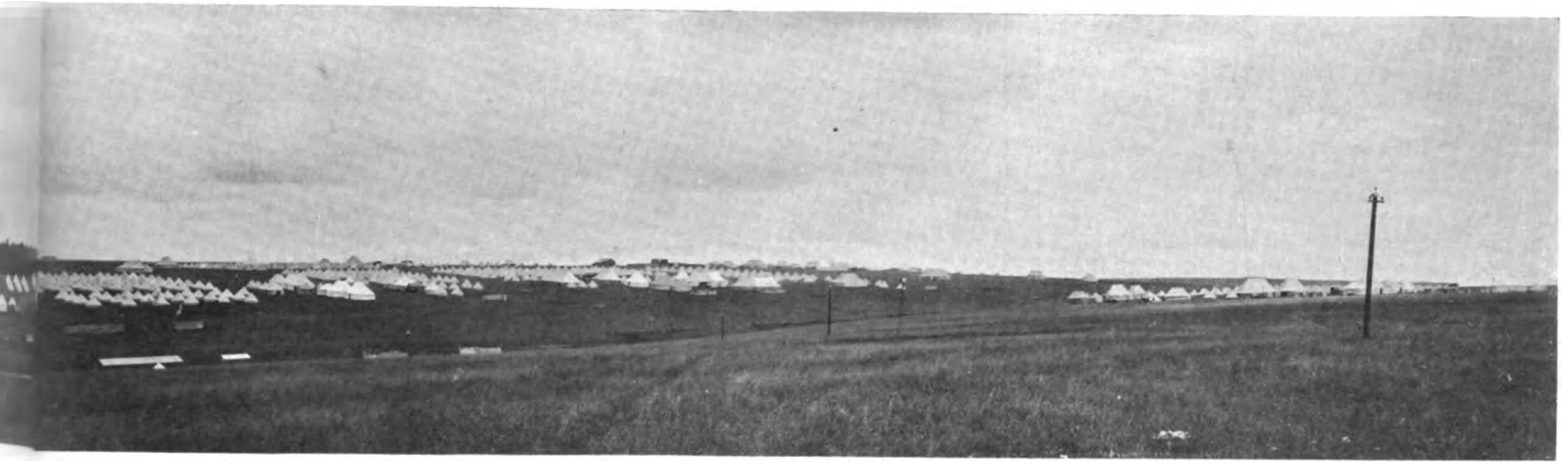
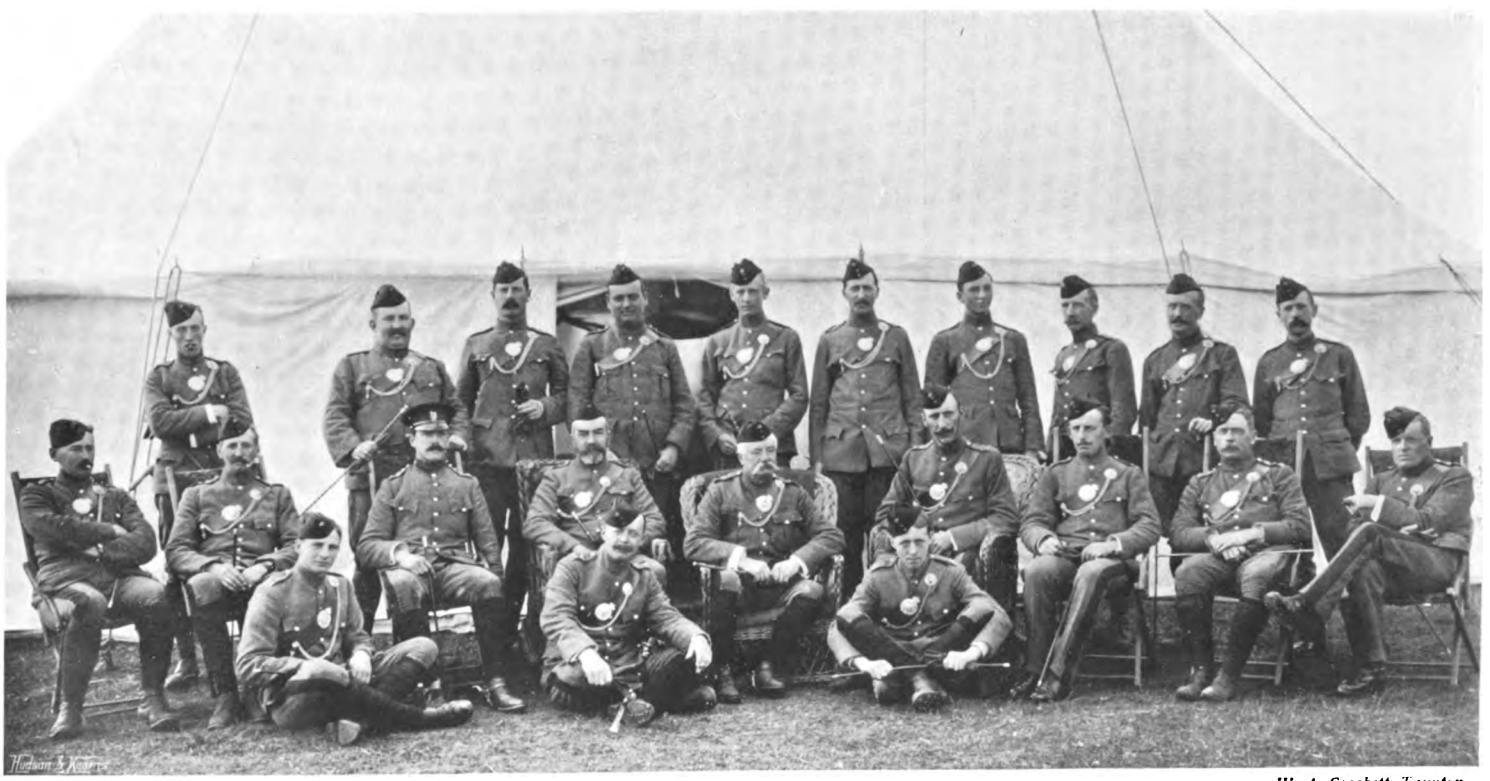
VOLUNTEER BRIGADE IN CAMP.



EAST DOWN CAMP.

attacking force. On the next day réveille sounded very early, and after breakfast the brigade was formed up, most of the corps wearing sun-hats. Information was received that a force was advancing on Chippenham. Midway the advance guard was engaged about five miles north-east of East Down Camp. Instructions were received from the force bivouacked at East Down to capture the advance guard before the main body could march up. By half-past ten cyclists and mounted infantry were despatched to locate the position of the enemy and ascertain his strength and disposition. Three-quarters of an hour later the brigade advanced, covered by the 3rd Volunteer Battalion of the Gloucesters as an advance guard screen, with orders to engage the enemy and hold him in check until the G.O.C. formed his preparations for the attack. Fifteen minutes had barely elapsed when information was received from scouts that the enemy occupied a strong position on the high ground about three miles distant. Under cover of the hills the troops were then extended for attack, the 2nd Volunteer Battalion Somersets and the Bristol Rifles forming the firing line and supports, and the 2nd Volunteer Battalion Gloucesters the reserve. Covered by artillery fire the line advanced and soon became engaged with the enemy, who occupied a strong position in a wood. While a feint attack was made in front by the advance guard, his right and left flanks were assailed by the 1st Volunteer Battalion Gloucesters and the 2nd Volunteer Battalion Somersets. As a result the flanks were driven in on the centre, which forced him to evacuate the position, and to be severely punished by artillery fire. The "Cease fire" was then sounded, and the regiments formed up. After a short rest they returned to camp, having had more than five hours' very hard work.

On the next day there was again a big programme of work, which included exercises in field firing with ball cartridge. The enemy were represented by heads and shoulders, and these had the benefit of such screening as could be given by bushes and the irregularities of the ground. As far as possible the targets were arranged under conditions typical of those which exist in war, when a man is careful to expose as small a portion of his body as possible. On the Thursday, the biggest field operations during the encampment took place, forces from Park House and Perham Down opposing those from East and West Downs, under the supervision of Earl Roberts and many distinguished officers. It is unnecessary to here enter into the details of the exercise, as the doings recorded for the previous days clearly show the nature of the training which the Volunteers were undergoing. It may be mentioned, however, that the Gloucester and Somerset Brigade left camp long before the first streak of dawn. General Plumer subsequently announced that the outpost line they had taken up was a strong one, and that the dispositions were good. It is pleasant to record that when the camp broke up it was asserted that "it would be difficult to find a healthier-looking or more serviceable body of troops than those that formed the Somerset and Gloucester Volunteer Brigade." As, throughout, the conduct of the men was exemplary, the West Country may well be congratulated on possessing such an enthusiastic and efficient addition to the ranks of the Citizen Army.



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OFFICERS OF THE 3RD V.B. SOMERSET LIGHT INFANTRY.

Reading from left to right the names are—Standing: Lieut. R. C. Heard, Lieut. W. S. Doune, Capt. F. O. O. Chubb, Capt and Quartermaster D. Mackay, Second Lieut. F. W. Bere, Capt. R. W. Pinney, Lieut. E. A. H. Baily, Capt. J. O. Cash, Capt. H. M. Bennett, and Lieut. A. T. Powell. Sitting on chairs: Capt. R. B. Graves Knyston, Capt. C. R. Bishop, Capt. R. Bath, Lieut.-Col. A. J. Goodford, Colonel W. E. Perham (commanding), Capt. J. F. Forbes (Adjt.), Lieut. J. Cary, Capt. R. F. Duckworth, and Capt. E. H. Openshaw. Sitting on ground: Second Lieut. A. M. G. Daniel, Lieut. H. A. Gladdon, and Second Lieut. P. H. Percival.

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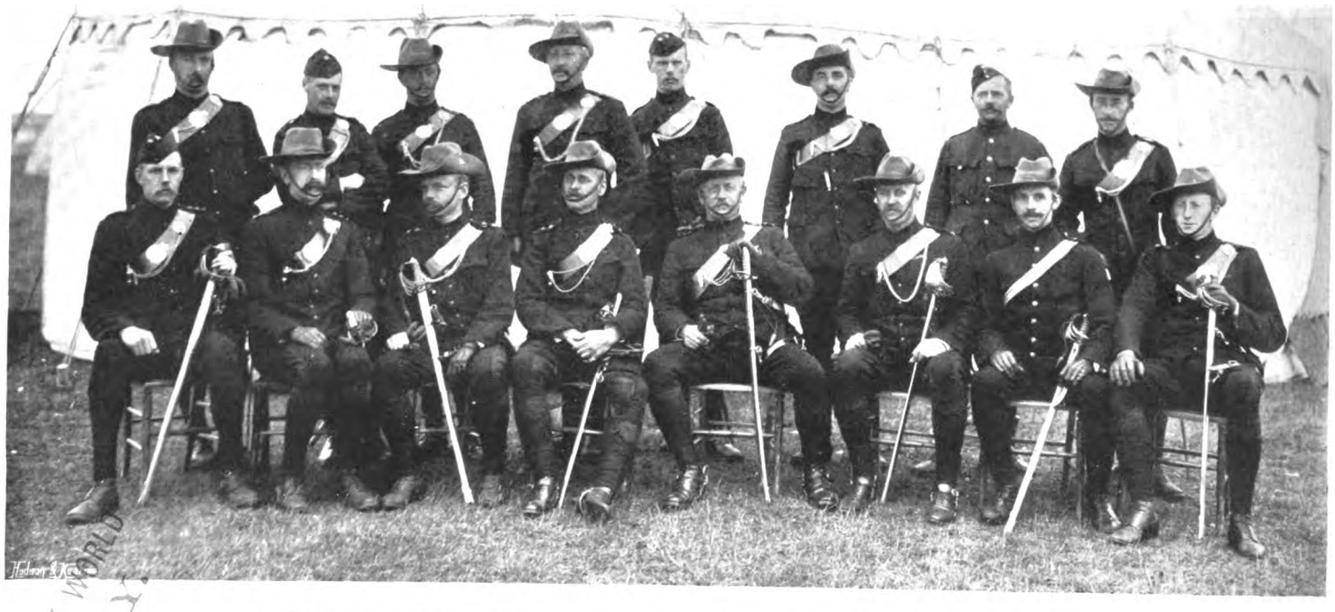

OFFICERS OF THE 1ST V.B. GLOUCESTER REGIMENT.

Reading from left to right the names are—Standing: Capt. R. Stotesbury, Capt. E. A. Pritchard, Lieut. E. Shellard, Capt. J. B. Butler, Lieut. H. Method, Capt. J. C. Thompson, Capt. H. Dy Salmon (3rd Battalion Gloucesters), and Second Lieut. C. W. Wales. Sitting: Capt. H. L. Baker, Capt. A. N. G. Gibbs, Lieut. W. S. S. Clarke, Lieut.-Col. J. H. Woodward, Col. C. L. Metnuen (commanding), Major H. C. Chads (Adjt.), Surgeon-Capt. J. Young, and Lieut. J. W. Butler.

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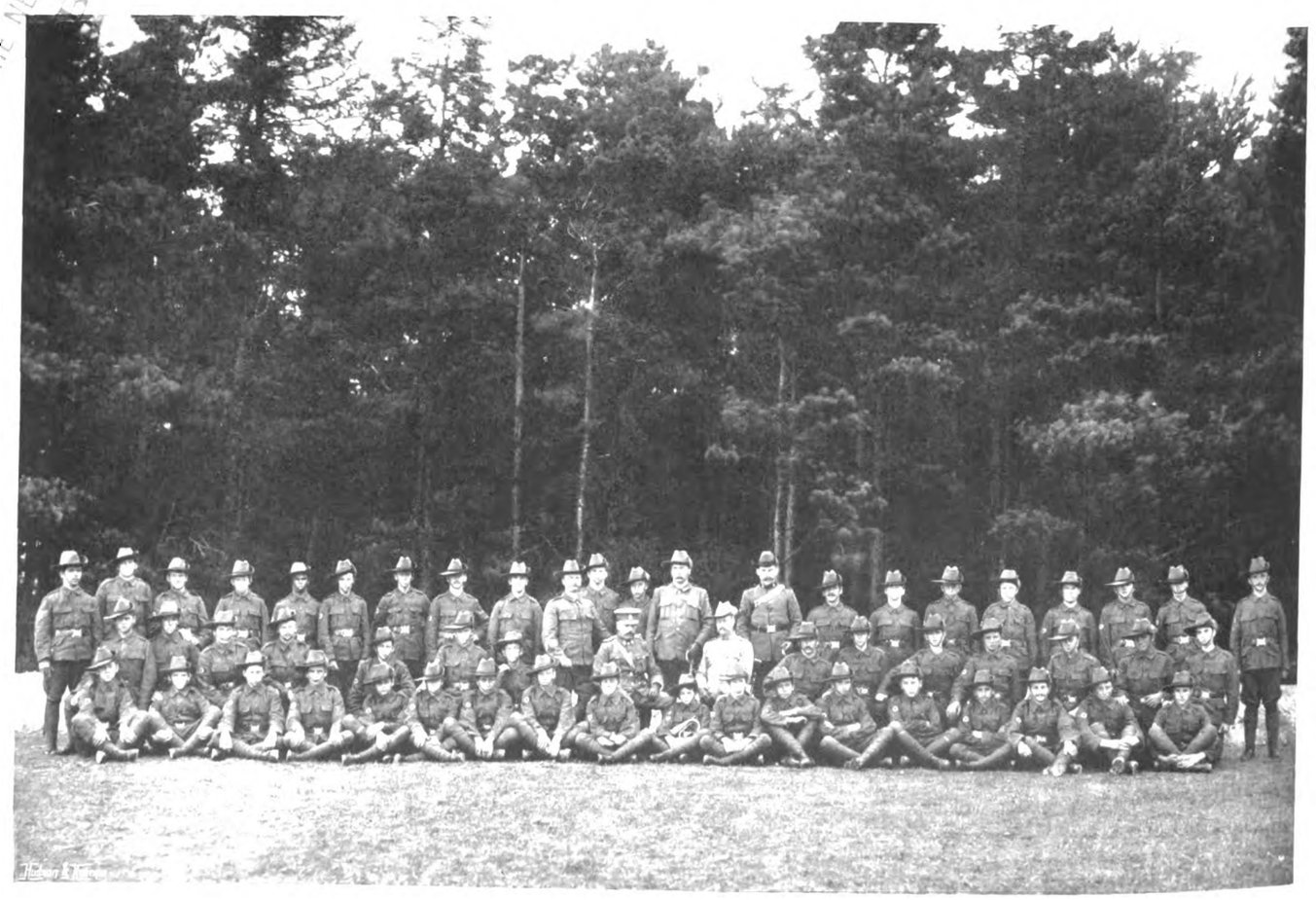

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SOMERSET AND GLOUCESTER BEARER COMPANY.

Reading from left to right the names are—Standing: Lance-Corpl. R. Thrasher, Sergt.-Major J. Jarvis, Quartermaster J. C. Maillard, Sergt. R. Read, and Sergt. H. G. King. Sitting: Capt. A. W. Dalby and Surgeon-Capt. W. Thompson.

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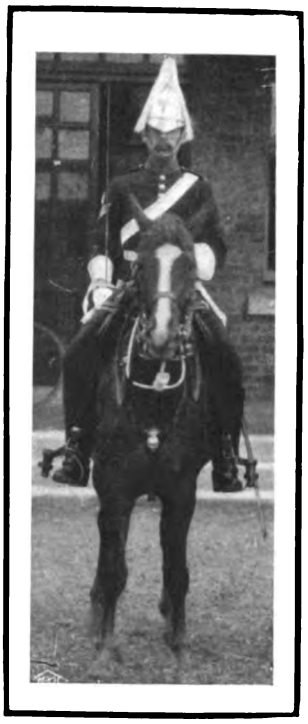

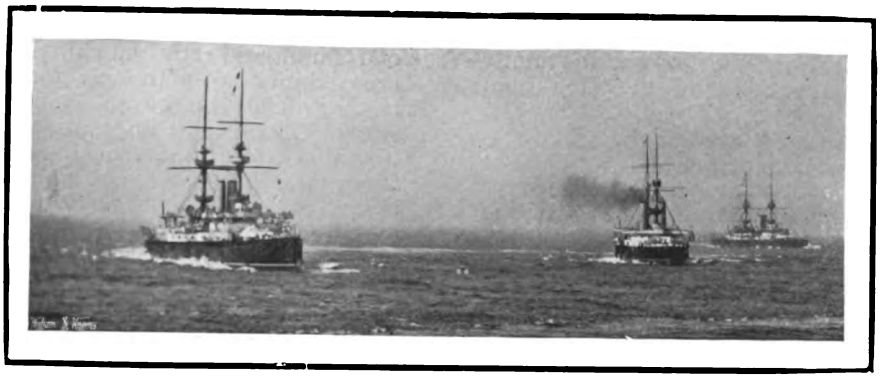

THE NAVIES AND ARMIES OF THE WORLD.

A Weekly Causerie by David Hannay.

NO sooner is one gone or going than another turns up. The civilised world is just seeing its way to some sort of an arrangement with the President of Venezuela, and now it runs an appreciable risk of finding itself in front of a very awkward dilemma in the north-west shoulder of Africa. There are barbarians in that region, not greater barbarians, but more picturesque, than the mob of Indians, negroes, cross-breeds of Indian and negro, white creoles (a few), and half-breeds of white with Indian or negro, and then the *omnium gatherum* of all, who inhabit the so-called Spanish-American Republics in the tropical belt. They are cutting one another's throats, as their manner is. It would appear on a superficial view that this is nobody's business except their own, and they are accustomed to this state of things. Morocco passes in a regular pendulum motion from a mild and beneficient condition of war, in which the Sultan is endeavouring to extort his taxes out of one part of his subjects, who refuse payment, to an acute and destructive form of belligerency, in which several competitors are striving to become Sultan to the exclusion of all others. It is in the latter phase for the time being. Mysterious persons are doing obscure things behind a curtain drawn to exclude indiscreet European observers. Correspondents on the coast send quaint reports based on rumour, and shaped by imagination, concerning events of which they have no real knowledge. On the whole it appears that there is no king in Israel—no Sultan to speak of in Morocco. Everybody does what seems good in his own eyes, and that is multiform murder and fire-raising, the settlement of old tribal and personal disputes, with, of course, the beginning of new ones.

* * * *

Perhaps the end will be a general commotion, beginning by disturbances in Algeria. Whoever the more or less veiled prophet commonly called Bu Hamára, the Father of the She Ass, or Man on the She Ass, may be, he is a Mahomedan fanatic. When a personage of that stamp is stirring in the Moslem world it is never safe to predict that he will not cause a widespread conflagration. The French know it, and are very blue at the prospect. If the Mahomedan associations, half monastic orders, half secret society, which ramify all over Northern Africa, begin to stir in Oran, Algeria, and Tunis, it will be unpleasant for them. They will have to send another 40,000 soldiers over to their possessions on the south side of the Mediterranean, to the complete disorganisation of their Army and the notable increase of their financial troubles—no small consideration when there is a deficit of six or eight millions to be filled. But they may have no choice. One Man on the She Ass may encourage another to come out, and he is very likely to find followers. In that case the fat may be in the fire, and not only for the French.

* * * *

As a mere spectacle there is something rather attractive in this reappearance of a Bu Hamára. He is an old figure in the history of Morocco. Since the people became Mahomedans —which they did not do without a long resistance—every great dynastic change has been begun by a meek and holy man modestly riding on a She Ass; at least, most changes were brought about by a leader of that stamp. The ruling dynasty became suspect of heterodoxy, and a reformer arose to amend it; he rode about reciting prayers, and had, of course, made the pilgrimage to Mecca; he performed miracles—not a difficult thing to do when everybody expects to see them performed. I have known of one happen in a Spanish city, among people who consider themselves far less superstitious and much more civilised than the benighted inhabitants of Mughrab-el-Acra. A picture of the Virgin bowed to the congregation. Several hundred devout women saw the wonder. A mere man of my acquaintance who was there laughed at their testimony, and said that a cloud passed over the sun and made a flicker in the dim church; but it is notorious that sceptical persons are never allowed to see these things. If there are Maroquins of an unbelieving turn of mind in the neighbourhood of Bu Hamára, they keep their incredulity to themselves; and therein they are, if not courageous, at least prudent. The Father of the She Ass profits largely by this disposition to accept the marvellous. He is usually astute and energetic, not seldom a good fighting man, and nearly always an adroit manager of human nature. How much he believes of it all himself is always a problem. Perhaps, as a rule, he believes a good deal. With all due reverence, and allowance for the differences, it may yet be said that we have known a countryman of our own, General Gordon, who had precisely the combination of mysticism and human sagacity which has marked most great Mahomedan religious leaders—to speak of them only. Where real belief ends and pious fraud begins, and where pious fraud tones off into mere imposture, are problems difficult to solve.

* * * *

Time was when leaders of this stamp were objects of more than mere curiosity, or of anxious speculations whether there would not be a need for sending troops against them. In the fourteenth century a number of English gentlemen went with the Earls of Lancaster and Salisbury to help Alfonso XI. of Castile at the siege of Algeçiras. The Earls were in Spain as ambassadors, but they saw no reason for not taking part in a fight with the common enemy of Christendom. Algeçiras was then held by the Almohades, a Maroquin dynasty founded by a Mahdi in the usual way. Shortly before the siege they had invaded Spain with a numerous army, and had been utterly beaten at the battle of the Salt River—the Rio Salado—by Alfonso XI. at the head of the forces of Castile and Portugal. It was the last great aggressive attempt of Mahomedan Africa against Christian Europe, and his victory made Alfonso famous far and wide. He is generally known among Spanish kings as "He of the Rio Salado," and he died in 1350 of the Great Plague, to which we now give the name of the Black Death, while besieging Gibraltar. In order to date him better for English readers, one may add that he was the father of the Peter the Cruel for whose sake the Black Prince made his futile and ruinous expedition to Spain.

* * * *

In the fourteenth century the Straits of Gibraltar were the scene of much Naval fighting. The rulers of Morocco had what was then a considerable Naval force, and their country did a relatively far greater trade than at subsequent periods. As a matter of course they came into pretty frequent conflict with the European Powers. Castile, Portugal, Aragon, and the Republic of Genoa had interests in those parts, which required to be defended by squadrons. The Spanish powers were particularly concerned in preventing the passage of invaders from Africa. Much fighting, of which we know little more than

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that it took place, was the result. The Lord High Admiral of Alfonso XI. was killed in one of the most desperate of these actions. Jofre—*i.e.*, Geoffrey Tenorio—was his family name, and he was probably an ancestor of the Don Juan whom we all know, for it seems not impossible that there was such a person, though it is doubtful whether he was actually carried away by the statue of the commander. It seems that the Admiral had been rebuked by his master, who was a very arbitrary monarch, for some supposed want of zeal. In the bitterness of his heart, for it is said that he was not really to blame, he put to sea with a small squadron, and was overpowered after a long and desperate resistance. In the end the Christian fleets got the upper hand, and the African invasions were stopped for good.

* * * *

At a later date Morocco supplied a large contingent of the Barbary pirates, who infested not only the Mediterranean, but the Atlantic. They plundered the Spanish islands, and as late as the reign of Charles I. sacked towns on the South of Ireland, and captured ships in the Channel. Actions with these skimmers of the sea form an appreciable part in the history of the Dutch, the Spanish, the French, and our own Navy. Their long impunity was a disgrace to Europe. It was also a disgrace that they were largely recruited from among the Moriscoes, or conquered Moors driven from Spain by religious persecution, or by renegades, Dutch, English, and French. These villains, who had every reason to fear the gallows at home, had no hesitation whatever in affirming that there is no God but Allah, and that Mahomet was his prophet. He might be for all they knew or cared to the contrary. Their doubts began with the prohibition of fermented drinks. A vigorous effort applied for three consecutive years would have wiped them out utterly, but the jealousies and other occupations of the Christian Powers were their protection.

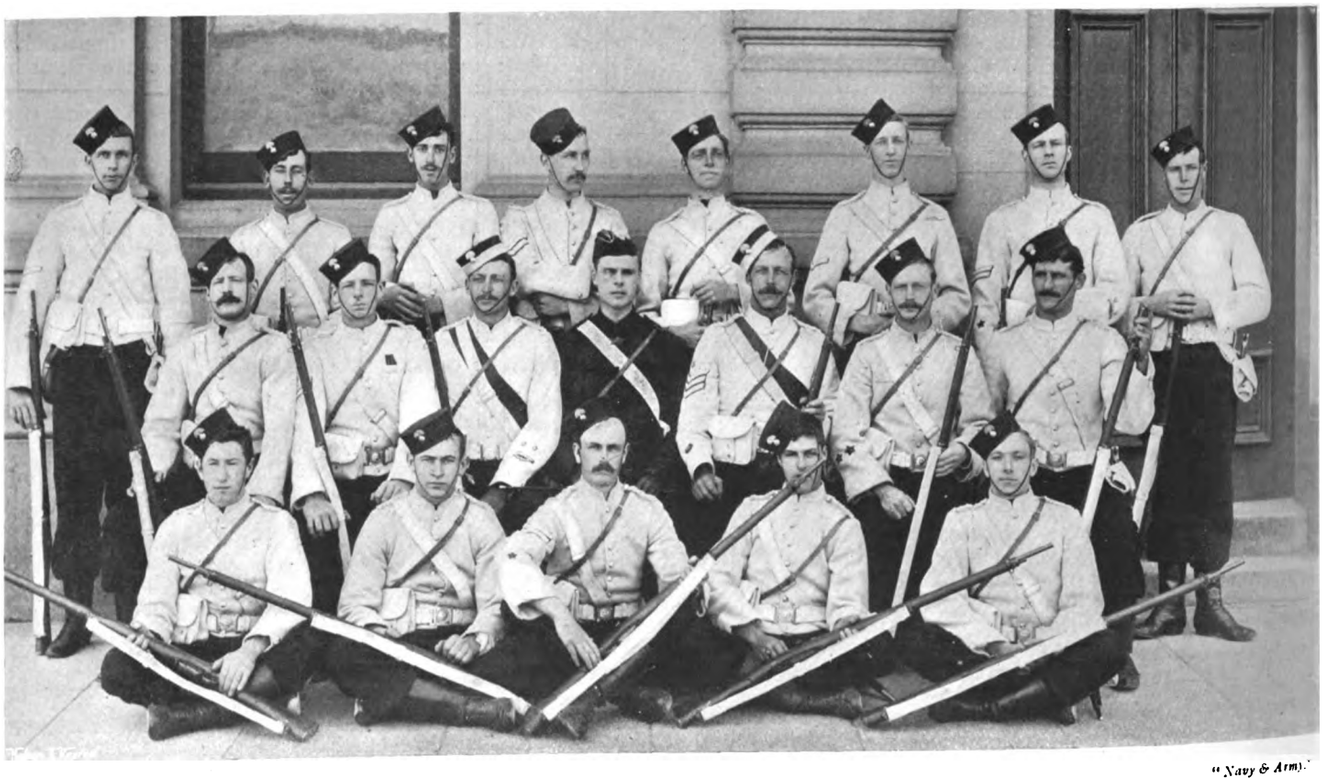
FROM NEW ZEALAND'S CAPITAL.

SINCE the year 1862 British Colonies—more especially the larger and self-governing ones, as New Zealand, Canada, and Australia—have done much towards providing an adequate force for the defence of their homes, and at the present day most of our Colonies are able to mobilise and put into the field a thoroughly equipped and efficient force, quite capable of holding its own against one equally strong, or stronger.

In this respect New Zealand shines forth very prominently, for she has a small permanent force of paid Militia, and a much more numerous one of Volunteers. In July, 1900, a committee was appointed to enquire into the question of defence, which reported in favour of increasing the maximum Volunteer force of the Colony to 18,000, and also proposed other improvements, in the nature of an Imperial Reserve and the formation of rifle clubs. In order to give our readers an idea of the manner in which these Colonial Volunteers strive to make themselves efficient and of value to their country, the following facts of a marching competition held at Wellington, New Zealand, recently may suffice.

The conditions of the competition were that the competing teams should consist of one officer, two sergeants, and sixteen men; uniform, drill order with leggings, haversacks, and water-bottles. The time allowed from start to finish was two hours forty-five minutes, one point to be deducted for every five seconds over the stipulated time. The total distance marched was eleven miles. On arrival at the range each team had to extend to one pace interval and at a given signal fire five rounds independent, advance a certain distance and fire another five rounds, the range in both cases being unknown. The time allowed for this was four minutes from the signal to open fire, and when this period had elapsed a signal was given by the umpire to "cease fire." For every shot fired after this signal two points were to be deducted, and for every round unexpended one point. On the day this novel competition was held a strong head-wind was blowing, which, combined with a very hot sun, tended to make the work harder, but in spite of these obstacles every team came in to time.

The winning team, composed of men of B Company 1st Wellington Rifle Battalion, of which we give an illustration on this page, was successful in obtaining 200 points out of a possible 290, made up as follows: For inspection and general turn-out, 18, possible 20; marching (four judges being concealed at various points along the route), 71 points, possible 80; attack practice, 28 points, possible 30; hits on target (each hit counting one point), 83, possible 160. Hence it will be seen that the performance of B Company was a highly creditable one, especially as the men finished well within the time limit, occupying only two hours forty-one minutes from start to finish.



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A GROUP OF COLONIAL VOLUNTEERS.

The team which was successful in the competition.

Our readers will doubtless at once recognise the uniform of those shown in the group as that of the British Grenadier Guardsman. The explanation of this is very simple, being that when companies were first formed, some twenty years back, each company was allowed to select and adopt any uniform it chose, a battalion system being found quite unsuitable, and the uniform adopted in the case of B Company was that of the Grenadier Guards complete in every detail. The sight of each company clothed in a different uniform must have been rather comical on field-days or battalion parades, but at the present day this is changed, and on any such days a uniform of green khaki serge is worn by the whole battalion.

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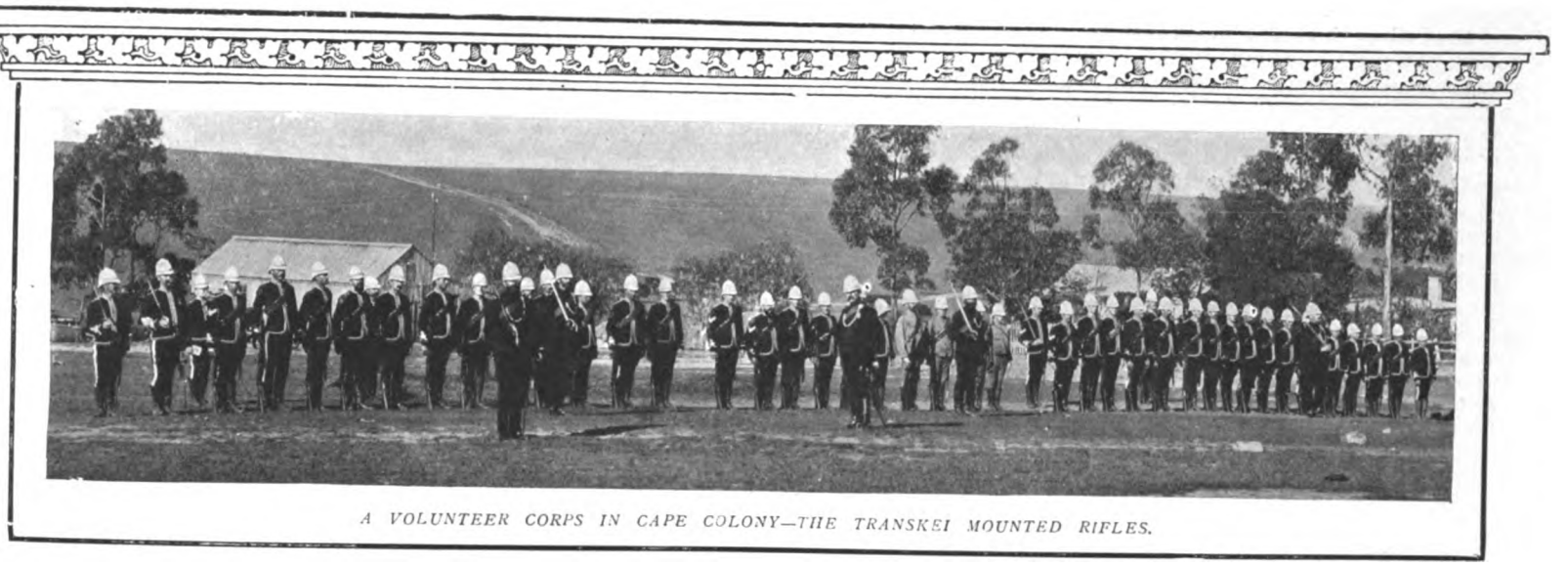

A VOLUNTEER CORPS IN CAPE COLONY—THE TRANSKEI MOUNTED RIFLES.

DEFENCE, NOT DEFIANCE.

Citizen Soldiers in Town and Country.

By TRAINBAND.

LONDON has lately witnessed several processions of unemployed men. The last two or three have been formed of all the "out-of-work" male members of the community who have cared to join, and previously there were at least two demonstrations confined to Reservists and discharged soldiers. In all cases it is more than probable that many of the men participating had only themselves to blame for their misfortune, but it is equally certain that a very large number were most deserving of all the help and consideration that could be afforded. Apart from its sadness, the existence of a large body of unemployed able-bodied men must necessarily be a source of danger to the community; and if it is known that they have been serving in any branch of the Imperial Forces, their unfortunate position is sure to exercise an adverse influence on recruiting. It is, therefore, pertinent to call attention to the Imperial Yeomanry Self-help Employment Association, which is formed of men who took part in the late war in South Africa, and who are now seeking employment. This association for mutual self-help was established owing to the great difficulty experienced by the returned yeomen in obtaining situations. The secretary, Regimental Sergeant-Major Frank Willard, is appealing for financial aid, as funds are urgently needed to pay for continuous advertisements on behalf of the members, and it may be mentioned that the association takes no fee either from the employers or the applicants. There are on the books the names of hundreds of clerks of all branches of business, and as many of men of a great variety of trades. The Lord Mayor and the Bishop of London have both expressed real sympathy with those members of the Imperial Yeomanry who are unable to find employment, and it is sad to relate how many yeomen and their families are known to be feeling the pinch of poverty. As there is no doubt whatever of the genuine status of the Imperial Yeomanry Self-help Employment Association, it is sincerely to be hoped that adequate financial aid may be given, and that employers of any form of labour, clerical or otherwise, who have vacant appointments will apply direct to the society.

Our attention has been directed to a letter addressed to the editor of the *Norwood Press* by a writer who signs himself "A Volunteer in 1856." The opinion of this writer is that the Volunteer Force is an "expensive and useless body of men," but we venture to assert that there are not many who will agree with his view. As regards the expense, it is acknowledged on all sides that it is perhaps the most economical military body in the world; indeed, an Army officer of high rank, who has seen much war service and has had exceptional intercourse with, and experience of, Volunteers, lately assured us personally that he was convinced that the Force would be cheap even if it cost the country exactly twice as much as it does at present. The "Volunteer in 1856" next refers to the "very unpatriotic manner in which the Volunteers came forward to join the Regular Army during the war in South Africa." This is certainly the first time we have heard that to volunteer for active service is an unpatriotic act, but it is presumed that "A Volunteer in 1856" means that the Force is unpatriotic because only some 30,000 of its members actually served at the front. However, he considers the lack of patriotism so marked that he wonders "the War Office did not disband the Force, or else at once compel every member of it to take an oath that in future they would, when required, go abroad, either as rank and file of territorial regiments, or as Volunteer battalions." He apparently fails altogether to understand the *raison d'être* of the Force, and sneers at the "handful" of men it furnished for the South African War as compared with "the ready and most gallant offers of service of all our available Yeomanry." Now, far be it from us in these columns to draw invidious distinctions between any sections of the Imperial Forces, but it must assuredly be allowed that the representatives of the Volunteers, individually and collectively, compared favourably with many of the Yeomanry units, which, however, it must be acknowledged, were latterly too hastily organised to be deemed a fair criterion from which to judge the cavalry of the Citizen Army. In conclusion, "A Volunteer in 1856" evidently has a favourable inclination towards the enforcement of compulsory service. As he was himself a Volunteer forty-seven years ago, it may safely be assumed that he would personally be exempt from service if conscription were introduced; but we are, of course, quite sure that this fact has in no way influenced his opinion. We do not think the Volunteer Force in England by any means perfect. There is a good deal of "rubbish" in it, quickly being weeded out, nevertheless. The physical requirements are certainly not exacting. There are a lack of transport arrangements, a paucity of officers, and many other marked defects. At the same time, during the past forty years, the Volunteer Force has made greater strides, as a military organisation, and reached a higher standard of efficiency, than any would have dared to prophesy for it in the days of its infancy. It is good that it should be exposed to unbiassed criticism, but something more than fair criticism seems to show through the letter of "A Volunteer in 1856."

Pending the publication of the revised Regulations, the syllabus of subjects of examination for officers of infantry battalions of the Auxiliary Forces attending schools of instruction has been amended. The alterations will be welcomed by the many keen officers who recognise that in these days something more is demanded of company commanders than knowledge of what is termed barrack-yard drill. We acknowledge, however, that in many cases there is too great a tendency to sneer at this "barrack-yard drill," which, after all, stimulates alertness and strengthens discipline; and a smartly-drilled company on the parade ground must under any circumstances certainly be more satisfactory for its commander to handle than one which has been permitted to perform any movements in a slovenly manner. We are strongly in favour of great accuracy being insisted on in the performance of close order drill, and there is no doubt that the schools of instruction always exercise a most marked influence on the officers who have passed through them. It will be observed that the changes in the examination syllabus are additions rather than alterations. Company drill, and for field officers battalion drill, are still included, and there is little fear but that the instructors at Chelsea will succeed in maintaining the standard of smartness for which they are so well known. But that the training is to be more

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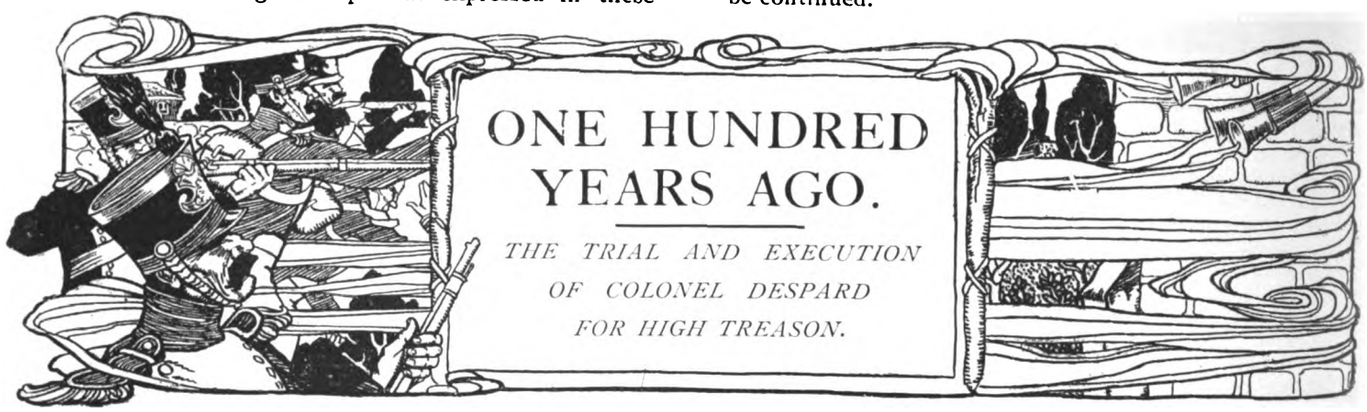
practical than hitherto is shown by the inclusion in the course of supply and transport of ammunition, shelter trench exercise, instruction in the general principles of the action of infantry in attack and defence, and as much as concerns infantry in the chapter on "Protection" in "Combined Training." It is also laid down that the scope of the instruction in infantry and in combined training should embrace all matters in connection with it of which the officer concerned should possess knowledge, and on which he should be competent to instruct. The instruction also should be given, as far as possible, by practical work in the field. It will thus be seen that a considerable amount of military knowledge will have to be acquired by officers of the Auxiliary Forces at the schools of instruction. There is every reason, however, to consider the imposition of the additional requirements a distinct step in the right direction ; and for the present, at all events, it seems to go sufficiently far.

Some little time ago a hope was expressed in these columns that the large number of vacant adjutancies of Volunteer corps might soon be filled by officers of the Regular Army, and it is satisfactory to learn that this is being done, although it is not yet shown in the pages of the Army List. The names, of course, do not there appear until the appointment has been gazetted, but it is understood that all the vacancies, with the exception of those in Engineer corps, are now in course of being filled up. All the adjutants of the auxiliary divisions of the Royal Engineers were withdrawn for service in South Africa, and up to the present it has been found possible to only fill up two or three of the vacancies thus created. As, however, infantry officers are already available in sufficient numbers, there is a fair prospect that before very long there will also be an adequate supply of suitable officers in this scientific branch of the Army. Meanwhile the system by which the duties of adjutant are performed by a Volunteer Engineer officer will be continued.



IT is a curious coincidence that the trial of "Colonel" Lynch for high treason should have taken place on the centenary, almost to the day, of the trial of another colonel, without the inverted commas, however, on the same charge. The case of Colonel Despard, whose trial in February, 1803, created a great sensation, formed the last instance of a man of good birth being charged with this offence against the State. Despard was a man of respectable Irish ancestry. Born in 1750, he had a distinguished military career, first in the 50th and 79th Regiments, and subsequently as Chief Engineer in several over-sea expeditions, notably that to San Juan in 1779. At the close of the latter he was appointed Governor of British Honduras, and this proved the beginning of his troubles. Owing to the spurious complaints made by some half-caste colonists he was suspended for alleged cruelty and illegal actions. On his return home, however, the Government acknowledged that there was no case against him, and promised that, though his old post had been abolished, he would not be forgotten. Nevertheless, he obtained no employment, and his betrayal made him a soured and embittered man, who advertised his grievance by a variety of actions of a very foolish nature. Finally, he began to plot.

According to the evidence given at his trial by spies, Despard's idea was to win over some of the men of the Foot Guards, and with their help to seize the Tower and the Bank of England, to assassinate the King on his way to open Parliament, and to stop the mails leaving London. All this is hard to credit though, for Despard was a well-educated man, and he must have realised at once that such extraordinary projects could never have succeeded.

The Government arrested the colonel and forty of his alleged associates at a public-house in Lambeth on November 16, 1802. He was tried with twelve of his poor associates before a special commission, consisting of Lord Chief Justice Ellenborough, and Justices Le Blanc, Chambré, and Thompson, on February 7-9, 1803. The most interesting evidence was that given by Lord Nelson as to character: "We served together in 1779 on the Spanish Main; we were together in the enemies' trenches, and we slept in the same tent—Colonel Despard was then a loyal man and a brave officer."

COLONEL EDWARD MARCUS DESPARD.
The only likeness ever taken
After a Contemporary Engraving.

The colonel and nine unhappy men were found guilty, but the jury earnestly recommended Despard to mercy on account of his former good character and the services he had rendered his country. All were sentenced to be "drawn, hanged, and quartered," with its revolting concomitants of disembowelling and burning. On February 19 following, however, the King respited three humble convicts, and commanded that the colonel and the six remaining should be allowed to hang till death had ensued, instead of being cut down before, and that justice would be satisfied with mere decapitation—no disembowelling, burning, or quartering. The execution took place in front of Horsemonger Lane Gaol on February 21.

Twenty thousand spectators had gathered to see the traitors turned off, and the authorities, fearing a riot or an attempt at rescue, had the scaffold guarded, and the streets patrolled by four regiments of horse.

Although the scaffold was only 20-yds. distant from the convicts' cells, the conventional sledge or hurdle, that is, the body of a cart without wheels, to which were harnessed two horses, was introduced into the prison yard, to "draw" the prisoners thither. "What nonsensical mummery is this?" exclaimed the colonel, when he caught sight of the apparatus. This, by the way, was the last instance of treason convicts being so "drawn," according to sentence.

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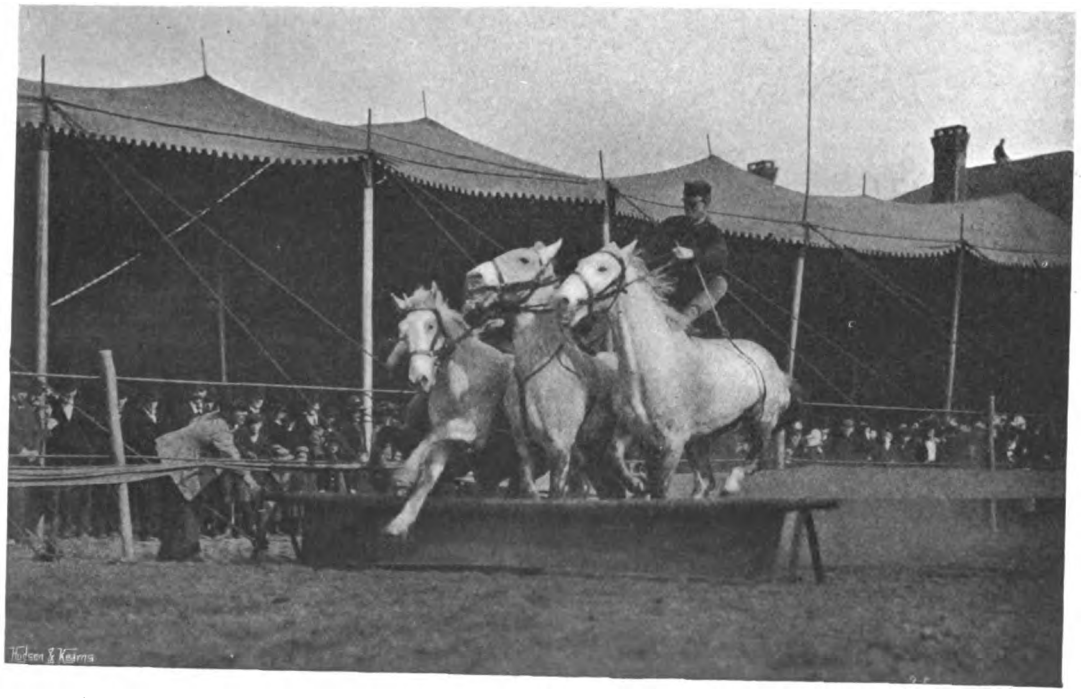
BUFFALO BILL'S WILD WEST AT OLYMPIA.

Breathes there the boy with soul so dead,
Who never to himself hath said,
In one huge tremor of delight,
"I shall see Buff'lo Bill to-night"?

THUS doubtless would Scott have framed his thoughts could he have visited the Congress of Rough-riders at Addison Road. The boy who cannot enjoy, who cannot revel in, the sights the one and only Colonel Cody presents, must indeed be dead to all boyish sentiment. Nor is it solely to youth that the Wild West will appeal. There are grown men to whom the sight of real Red Indians and true cowboys must come with all the force of a delightful surprise. There is, in fact, a breath of the fresh life-giving air of the plains to be obtained at Olympia.

This is the third visit of Buffalo Bill to London, and although it is ten years since he was last here, he does not seem one jot altered. The same frank looks, the same unerring skill with rifle, and, above all, the same splendid seat in the saddle, all the traits which have endeared him to the Englishman, are still there. Of his attendant stars, Rough-riders, Cossacks, Cowboys, Indians, Arabs, and all the heterogeneous family which he has gathered round him from all quarters of the globe, one cannot say more than that they are a revelation, an object-lesson in the history of mankind. Until the advent of the Wild West few people really realised what a cowboy was. "Penny dreadfuls" and catchy articles by men who had never so much as seen a cowboy, made a queer creature of this child of the plains, and few knew him as he really is, a true and fearless comrade, a stern and wily enemy, an easy-going and unassuming fellow.



Of Buffalo Bill's show no one can say that it is "stagey." There is no "fake" about it; from start to finish all is genuine. The old-time muzzle-loading guns of the 5th Regiment United States Artillery are of considerable interest, as being relics of the Civil War. There are also veterans of the 6th United States Cavalry in military exercises and drill. These men give a splendid show of riding, one man taking three horses at a time over hurdles, as illustrated on this page. The horses are beauties from the West, and it is yet another feather in Buffalo Bill's cap that he introduced these steeds to the military authorities. Then there are veteran British cavalrymen, dressed in khaki, fine upstanding men, who give a splendid exhibition of lemon-cutting and tent-pegging. Of the second part of the programme, the battle of San Juan Hill, it must be said first that it is a marvellous piece of stage management, and a thrilling spectacle to boot. The regiments which took part in this fight are represented at Olympia by some units from Roosevelt's Rough-riders, the cowboys, and artillery, and a brave show they make. The attacking force is supposed to be massed in the forks of the trail at the foot of the hill, and the Spaniards, supposing themselves secure behind their apparently insurmountable breastworks, natural and artificial, neglect the precautions one would expect them to take. Thus they are unprepared for the fierce attack when it bursts on them like a whirlwind, and after a feeble resistance they give way before the impetuous rush of the gallant Rough-riders. All this takes place very quickly, but it is undoubtedly one of the most realistic battle scenes ever presented to the spectacle-loving public. The scene of the bivouac before the battle and the men singing round the camp fires forms a striking contrast to the scene of storm with which this fine evening's entertainment is brought to a close.

A.—UNITED STATES ARTILLERY, WITH OLD STYLE MUZZLE-LOADING GUNS. B.—BUFFALO BILL, THE GREAT ORGANISER OF THE SHOW. C.—UNITED STATES CAVALRYMAN, JUMPING WITH THREE HORSES AT ONCE.

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ISOLA POINT, VALETTA.

ROUND THE WORLD.

BRILLIANT BIARRITZ.

So closely is Biarritz situated to the frontier dividing France and Spain, and equally endeared to pleasure-seekers of both countries, that the visitor arriving there in August or September—which is the height of the French and Spanish seasons—might easily suppose the town belonged to either country. As a matter of fact, Biarritz is situated in French territory, and is one of the few Continental resorts that know no dead season. From July until September is the season of the greatest gaiety, for then it is that the French take possession of the town, and the handsome *plages* and bathing-places at the fashionable hour even eclipse the brilliancy of Trouville or Ostend at the same season. There are also a large number of Spaniards, who remain a month after the French have left, while the Russians, who also come to Biarritz in numbers during the autumn, do not begin to leave until well on towards the end of November. Then follows the English season, which lasts right on through the winter.

From the climatic point of view Biarritz possesses many advantages over its neighbours on the Riviera, although it is not favoured with a southern aspect. Biarritz faces almost due west, with a clear stretch of 3,000 miles of ocean intervening between it and the nearest point of land, which is New York. In winter the climate is an enjoyable one, the air being keen, bracing, and indeed even boisterous at times, especially when the tremendous Atlantic rollers come thundering in upon the rocks, which serve the purpose of natural breakwaters. There is, however, always an abundance of bright warm sunshine, which, together with the low relative humidity and the constant movement of the air, renders the place so admirably suited for those run down in health and needing bracing up.

It is hard to believe that the growth of Biarritz is the result of only fifty years, having risen from nothing more than a mere fishing village. Napoleon III. was the "discoverer" of Biarritz in 1856, and so pleased was he with this then remote corner of France that he at once built for the Empress Eugénie a magnificent palace, which now serves the purpose of a first-rate hotel (the Hôtel du Palais).

No matter at what season the invalid or pleasure-seeker happens to be in Biarritz, there is always a varied round of amusements to pass the time. In summer the day is made up of bathing, or, for those who do not indulge in this diversion, of watching others that do from the promenades above the *plages*. Then there is shopping to be done, which in Biarritz is regarded as a pleasure rather than a bore, for there are so many attractive establishments of this kind. A favourite walk is one to the curious Rocher de la Vierge, connected with the mainland by a stone causeway. And great is the amusement on a rough day to watch the people dodging the great waves which occasionally sweep right over the walk. Nearly everybody bathes in Biarritz in the season, because it is of so novel a kind and totally different from that which obtains at other bathing resorts. At the fashionable bathing hour the Grande Plage is literally filled to overflowing, the costumes worn by many of the feminine sex being remarkable on account of their eccentricity. Underfoot there is fine, firm sand, and if the breakers happen to be too strong, the willing services of *guides baigneurs* can readily be requisitioned if necessary. The sea bathing, which is quite one of the most remarkable features of the summer season at this gay resort, is carried on under the very best possible conditions, and the *voyageur* would have to travel far and wide before he would be able to equal the brilliancy of such a scene.

In winter there is a first-rate bathing establishment to replace the sea bathing. Here the saline waters of Briscons are applied medicinally. The waters are conveyed in underground conduits, a distance of twelve miles, and their efficacy in suitable cases has been proved beyond all doubt. Those who have tried the Zander treatment, which only the more up-to-date of continental bathing resorts are supplied with, will be interested to know that a Zander Institute has been installed in the establishment at Biarritz.

Among its winter attractions mention should first be made of the two splendid Casinos — one the Grand de la Place Bellevue, with its delightful terrace, the other, the Municipal Casino facing the Grande Plage, which was officially opened barely eighteen months ago. The last-named has a particularly attractive north façade, while the interior arrangements combine convenience with every possible form of comfort. The *petits chevaux* and baccarat rooms are well patronised.

A BATHING SCENE ON THE GRANDE PLAGE.

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in both establishments, and it is only in keeping with the high excellence of everything else to say that the feeding arrangements are under the direction of so famous an *hôtelier* as Mr. Ritz, who has already scored such great successes in London and Paris. It is therefore almost superfluous to remark that the keenest of *gourmets* can here satisfy his taste. In the old Casino there are ballrooms, billiard-rooms, and, as we have already remarked, rooms where those of a gambling turn of mind can indulge themselves. In addition, it is supplied with a first-rate orchestra, concerts and dances being of frequent occurrence. Golf forms a great attraction for many visitors, the links being situated a short distance from the lighthouse. Fox-hunting, lawn-tennis, and in fact most of the outdoor sports favoured by Anglo-Saxons, are to be had. Pigeon-shooting—a form of sport dear to every Frenchman, and nowadays not a few Englishmen—proceeds at the Country Club, on the way to Bayonne. These, however, are only a few of the numberless distractions which visitors have open to them. Those who remain there for any considerable period will not be slow in discovering that a lot of entertaining goes on among the visitors.

The New Municipal Casino.

A VIEW FROM THE PLAGE.

For those who take pleasure in excursions, Biarritz will be found most admirably suited. Everybody should endeavour to visit the historic town of Bayonne, to which still cling memories of British pluck and heroism; the journey occupies less than half-an-hour from Biarritz, and may be made in electric car or by carriage. Bayonne is a most fascinating spot to visit, and the traveller who sets out with the intention of merely spending an hour or two there is pretty certain to repeat the experience a second time.

THE GAMBLING TABLES.

THE RITZ RESTAURANT.

A word as to the hotels, with which, by the way, Biarritz is so well provided. Those who prefer living in the centre of the town can scarcely do better than make the Grand their headquarters; it has four façades, a large courtyard, and outlets on to the Place de la Mairie, and another on the Place Belle Vue. The hotel is kept at a comfortable temperature during the winter, while the management leaves little to be desired. Other hotels which can be recommended are the Hotel Biarritz-Salins, which is conveniently situated for those wishing to take the baths, being connected with the *thermes salins* by means of a covered way. The Hotel du Palais, once the residence of the ex-Empress Eugénie, is naturally an interesting place to stay at, the apartments being most spacious and handsome. Visitors may count on receiving there every comfort and attention.

At San Sebastian, where the mother of the King of Spain has a summer residence, an opportunity often occurs of witnessing a bull-fight, although most of the fights take place in the summer or late autumn. Bayonne also has its bull-ring, and usually on Easter Monday of each year a famous fight is arranged. As a rule, but few English are spectators of this cruel sport, and those who for curiosity's sake have once been present at one of these exhibitions are seldom anxious to repeat the experience.

EXCELLENT DANCES ARE FREQUENTLY HELD HERE.

NOTES FROM NAPLES.

APPLICATION has been made by Mr. A. Rizzo and Mr. A. Pecoraro to the Syndic of Naples with the object of acquiring a part of the Villa Comunale, where they propose instituting all kinds of modern outdoor sports. The idea is being encouraged by the Neapolitan section of the Italian Society of Hoteliers, a very strong body in Italy. Mr. A. Rizzo, who is manager of the Parthenopean Lawn Tennis Club, is anxious to obtain a large portion of the west end of the villa, upon which the municipal building used at the exhibition of 1900 still stands. In the grand hall of this building it is proposed to organise various indoor amusements, where visitors on rainy days may resort if so disposed. Around the building itself there will be courses for cycle races, tennis courts, a football ground, and skating rinks.

The comfortable Bertolini Palace Hotel continues to attract scores of visitors, and is already almost full up. Baron Nathaniel de Rothschild is expected to return almost immediately to Naples in his yacht, and will make a long stay; the Baroness Albert de Rothschild has been a guest at the hotel for some months. General Swayne and his party left the other day after staying five weeks, and he expressed to our consul his great satisfaction with the hotel. Many distinguished people have written to engage rooms, and are shortly expected.

Queries and Replies.

OUTFIT FOR ALGIERS (ENQUIRER).—The climate of Algiers is in many respects similar to that of Egypt. The days are generally extremely hot, but dry and bracing, the nights rather cold. Therefore, while winter clothing would be unnecessary for day wear, it might be wise for a person to have a winter change with him for evening use. With regard to direct steamers to Algiers, the only two lines that go there are the Papayanni from Liverpool, whose steamers leave every fourteen days on various dates, taking seven days on the journey, and the Moss Line, also from Liverpool, which goes on irregular dates, taking about the same time. The cost of the journey by the former is £10 each way first-class, and £11 by the latter. The second-class fare by the Moss Line is £8 8s. Messrs. Gaze, at Gaze House, London, E.C., would be able to issue tickets by whichever route you may elect to travel.

WINTER IN THE CANARY ISLANDS (W. J. S.).—At the present time the climate of Teneriffe is all that could be wished for, and the hotels are already well filled. You have the choice of two direct lines of steamers—the Union Castle and the Elder, Dempster line. The former boats are rather quicker and bigger; on the other hand, they are apt to be more crowded than the Elder, Dempster steamers. Nowadays the Islands are visited by numbers of pleasure seekers, the invalid element being much less seen than was the case a few years back. We have no hesitation in recommending the two hotels mentioned in the NAVY AND ARMY Directory. The Hotel Aguere and Continental at Laguna is situated 1,800-ft. above sea level, and commands some charming views. The Hotel Martianez, also first-class, is situated at Port Orotava and is run in connection with the Aguere. You might very well spend a week at each of these places, from which there are several lovely excursions to be made. The hotels are very moderate in their charges, and can be recommended in every way. In case you have not heard of Messrs. Elder, Dempster's £15 trip, we may mention that this sum covers a first-class passage to Grand Canary and back, and a fortnight's board and lodging at the company's hotel, the Métropole. This is the cheapest trip of the kind we can think of, and it seems hardly possible that the company can make any profit out of it.

A DRY, BRACING WINTER CLIMATE (COSMO).—We can strongly recommend to you both Innsbruck and Meran. The former, being 1,000-ft. higher, is naturally more bracing. The hotel accommodation is all that could be wished for. The Hotel Tirol in Innsbruck is the hotel most patronised by English, and in Meran the Meranerhof and Erzherzog Johann. Innsbruck is just a little nearer to London.

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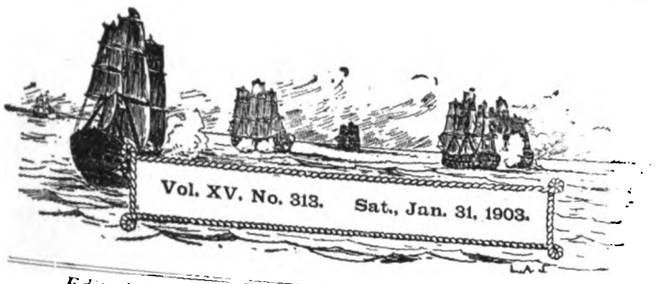

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MEMS. FOR NAVAL AND MILITARY MESSES.

AT the Automobile Show at the Crystal Palace, which closes next Saturday, there are some fine exhibits, and notable among these are the Straker Steam Vehicle Company's waggons. One of them, a 5-ton brewers' waggon, lent by the courtesy of Messrs. Collier Brothers of Walthamstow, illustrates admirably the stability of the Straker waggons. This car has been regularly employed carrying a full load, and in addition dragging a trailer, with an additional two tons, behind, and it is in splendid condition still. A careful examination of the Straker Steam Vehicle Company's exhibits should convince any intending purchaser of the value of getting good things from a good company.

As the outcome of private conferences of influential Naval and Military officials held at the War Office during the past few weeks, a seamen's and soldiers' club, to be named the Union Jack Club, is to be erected on a site near Waterloo Station at a cost of £50,000. An executive committee, having the favourable support of the Admiralty and the War Office, was appointed to consider the details. Sir Edward Ward, Permanent Under-Secretary at the War Office, was elected chairman, and Major Haggard, late of the Army Service Corps, secretary. Lord Rowton is a member of the committee. There are also three lady members, namely, Lady Howe, Miss Violet Brooke-Hunt, and Miss M'Call. The idea is to provide a commodious building where seamen and soldiers may obtain comfortable beds, good food, and wholesome recreation at moderate rates. It is estimated that no fewer than 100,000 seamen and soldiers arrive at Waterloo Station in the course of a year, many of them in want of lodgings. The plans of the building submitted to the committee allow for 400 bedrooms, a restaurant, smoking-rooms, billiard-rooms, reading-room, and other club accommodation. The building will be available to any man belonging to the Imperial Forces, and his uniform will be his passport.

Messrs. Cassell and Co.'s "Illustrated History of the Boer War," of which Part VII. is now ready, continues to be a most interesting publication. Every incident of the late campaign that has up to the present been depicted is most minutely described, and the volume when completed will certainly prove of great value as a book of reference to all. It is published in fortnightly parts at a very popular price, viz., 6d., and those wishing to have this admirable work can obtain the parts already published by ordering of their local newsagents or Messrs. Cassell direct.

The Second Annual Boating Exhibition will be held at Earl's Court from February 28 to March 14. The Grenadier Guards' band will play twice daily, and the concert arrangements will again be under the able direction of Mr. F. Louis Schneider. Nine-tenths of the space accommodation has already been applied for.

An excellent pantomime is that at the Alexandra Theatre, Stoke Newington, where the adventures of Little Red Riding Hood are daily unfolded to a rippling accompaniment of laughter and cheers. The management have got together an excellent company, and all work hard and well deserve the applause that greets their efforts.

We have received from Messrs. Forster, Groom and Co., the well-known military publishers, of 26, Charing Cross, S.W., a very useful little chart dealing with semaphore signalling, on which is clearly and plainly shown all the alphabetical signs, which appear so mystifying to the uninitiated. This chart should prove very handy to those who are desirous of learning the system in a simple and inexpensive manner. The price of the chart is 3d. for a single copy, or 2s. per dozen. Its low price and simplicity should commend it to all.

The February number of the *Smart Set* is, as usual, cramful of good things, but by far the best is the opening novelette, by that versatile writer G. B. Burgin. The number would be worth purchasing for this feature alone.

An excellent book is "Racquets, Tennis, and Squash," by Eustace Miles (Ward, Lock, 5s.). It is written by the highest authority on the game, and its main object is to enable ordinary persons to teach themselves, so that they may get over their apprenticeship and learn to play easily and without the worst faults. The illustrations are excellently done, and on the whole the book may be called a welcome addition to the Isthmian Library.

The annual social meeting at the Sailors' Rest, Naples, was held recently, the room being very prettily decorated by Mrs. John Meuricoffre's gardener. The room was filled by seamen from British ships, and they thoroughly enjoyed the good tea and cakes. Many British residents in Naples were there to welcome and serve them. After tea His Majesty's Consul, Neville Rolfe, Esq., presided at the entertainment, himself giving two interesting and amusing "readings." The Rev. Canon Barff gave a brief New Year's address to the seamen. Many good and humorous songs were sung by the seamen, and the evening passed merrily. Before the meeting closed Mr. S. Burrowes, superintendent missionary of the Sailors' Rest and of the Sailors' Rest Aid Society, spoke of the interest taken in the Naples Rest by His Majesty's Consul, Canon Barff and many ladies and gentlemen of Naples reminding the seamen that such institutions were to be met with in almost every country, and admonishing the men to make use of them.

Mr. Stead, who has had many happy thoughts in his time, has hit upon the terrible idea of a serial story which shall never come to an end. Its very title is "To be continued in our next," and the first instalment appears in this month's *Review of Reviews*. A team of novelists and short story writers have been got together who will work all the notable happenings of the month into a romance which will never need to come to a close for want of matter. There may be people who like facts served up as fiction, just as there are many who prefer newspapers which give them fiction in the guise of fact. It will be interesting to see how Mr. Stead's plan works.

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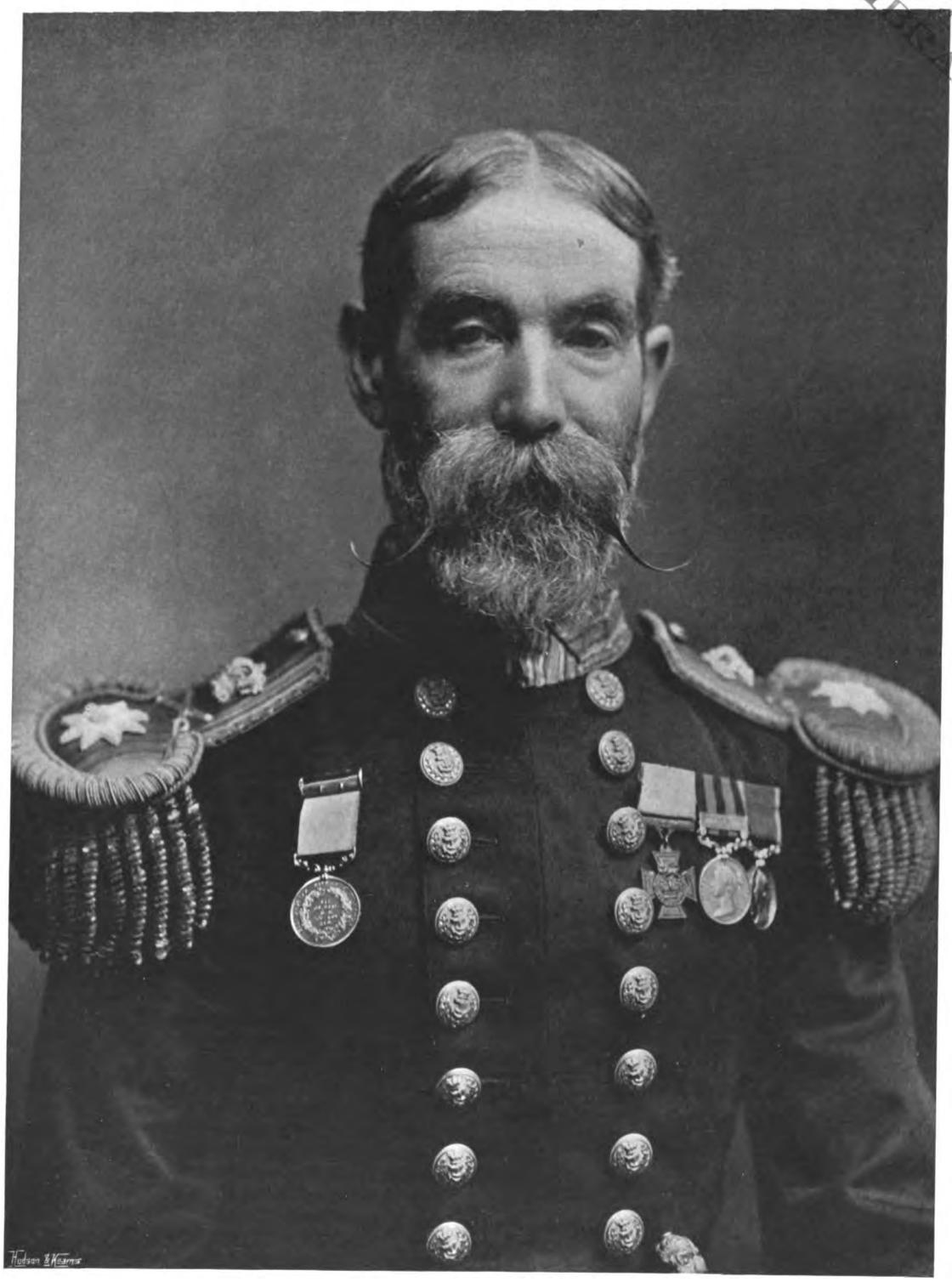

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THE FIRST RECIPIENT OF THE V.C.

REAR-ADMIRAL CHARLES DAVIS LUCAS, V.C., R.N.

The first presentation of the Victoria Cross was made to the heroes of the Crimean and Baltic Campaigns by Queen Victoria on Friday, June 26, 1857, and the first to receive the coveted decoration was the gallant officer whose portrait is reproduced above. Admiral Lucas was Acting Mate of the "Hecla" during the attack on Bomarsund, and in the course of the action a shell dropped on the "Hecla's" deck without exploding. While the fuse was yet burning Mr. Lucas picked up the shell and heaved it overboard, a display of courage and coolness which must have saved many lives, and was fitly rewarded by the bronze cross "For Valour" so highly honoured in the Fighting Services.

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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

The Editor will be glad to hear from Naval and Military officers who are willing to write descriptions of sporting adventures they have experienced. He would like to see any photographs that may have been taken, especially those of the "bags" made.

Publishers' announcements and books for review should be addressed direct to the Editor of the NAVY AND ARMY ILLUSTRATED, *20, Tavistock Street, Covent Garden.*

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THE ARMY PROBLEM.

ALL who love their country, and all who hope to see Britain keeping her place among the Great Powers, must find in the striking series of *Times* articles on the Army a great deal of cause for satisfaction. They are the work of a man who is bold enough to declare that our Army at present is no better than a sham, and who is also wise enough not merely to throw down, but to make an attempt to build up the structure of a better system. To find fault is easy and, in proportion, contemptible, unless the fault-finder has something to suggest by way of remedy. These articles started off from the very beginning with a theory of our military needs, and later on the author dealt in detail with the plan to which his theory naturally led. He therefore gives us plenty to think about, and in this number the scheme suggested is discussed from several different points of view by our regular contributors. On this page we shall not go so much into detail as they do. We will treat the suggestions of the *Times* writer as a whole, and try to arrive at a few general conclusions.

In the first place, there is every reason to be grateful to the *Times* for taking up this very urgent question. "The Army to-day is in no less dangerous a condition than the Navy was in 1886." That is the opinion of an observer who has been watched the course of events at home and abroad, and who is not given to expressing exaggerated views. What happened to put the Navy into a safer condition? Public opinion was aroused, and the Naval Defence Act of 1888 was passed. Ever since then we have kept the Naval needs of the Empire well before the public, and the leaders of both political parties little interested as they show themselves to be in such matters have been forced to provide for them. But how was public opinion aroused? Largely—perhaps one might say chiefly—by the persistent manner in which the *Times* called attention to the danger we were in. There were found then, just as there are found now, plenty of people who sneered at the *Times* for raising a scare, and plenty who asked anxiously how much it would cost, and plenty who said "Why can't these things be left to Ministers? What do newspapers know about them?"

Well, the *Times* persevered in spite of all opposition, and drew the great mass of the nation on to its side, the Navy was strengthened, and the danger we were in passed by. We sincerely hope that it will persevere now, as it did in 1886 and 1887, and that in a few years' time we may have an Army which is *not* a sham. For with the opinion of the writer in the *Times* that Mr. Brodrick's paper scheme of Army Corps is a delusion we entirely agree, as by this time all our readers must know. Whether the Army Corps system is or is not one which is suited to this country's military needs, there can be no question about the delusiveness of the idea that it can be worked upon Mr. Brodrick's lines. We cannot under present conditions get the men to fill up our paper ranks, and as for decentralisation, which was to be the leading advantage of the scheme, it is clear that the present War Minister had no more idea of a sensible devolution of duties than he has of the sound lines of an Imperial policy of defence.

It is doubtful whether the *Times* plan does not equally underrate the difficulty of keeping up a large permanent voluntary Army without a large increase in the rates of pay. What we want (we have said it over and over again) is a small professional Army, thoroughly well seasoned and well trained, which can go anywhere and can be trusted to do anything in reason that may be required of it. The bulk of this small professional Army might profitably be stationed on what the *Times* writer calls our real military frontier, that is to say, in Canada, in South Africa, in Australia, and in certain of the outposts of the Empire along a line drawn from Kamschatka to the Cape. And of course, it ought to be recruited from all parts of the Empire and paid for out of a common Imperial Fund.

Then, at home, we want a large force, not exactly Volunteers and not exactly Militia, but something between the two—a force which would be composed of citizens with military training and some knowledge of the conditions of the field. This would suffice for the protection of our shores against all raids which might be made in spite of our first line of defence, the Navy; and also for adding largely to our fighting strength overseas whenever such a necessity arose, as it arose in South Africa, for example.

These are the points, then, to be kept in mind by every one who thinks about the Problem of the Army, which is really at present the main Problem of Imperial Defence, since, so far as the Navy is concerned, all thinking people are agreed. Our first line of safety is the Navy. Unless that can be kept very strong and very well prepared for war, we could not feel secure, whatever else we might do. Our second line is a small Army fit for service anywhere. Our third line is a large force of citizen soldiers, enlisted for home service, but counted upon to offer themselves in large numbers for foreign service upon special need. The *Times* articles keep these points in mind, especially the point that the Army must act in co-operation with the Navy and not exist as an entirely self-contained organisation. If the series were not otherwise remarkable, it would be remarkable for this. All the other writers on the Army problem that we remember have begun by affirming that the Navy was the most important branch of our Defences, and have then gone on to act as if the Navy did not exist.

FOOD SUPPLY IN WAR-TIME.

WE cannot this week do more than direct attention to an important demand which has been put forward for enquiry, either by Royal Commission or by Select Committee, into the effect which the outbreak of war would have upon the food supply of the people of these islands. This is a question which ought to be considered, which ought long ago to have been considered, by the Government. Since our Governments have fallen into such a state of slackness where great questions are concerned, it is left to a body of private persons to stir up Ministers to a proper sense of their duty. The danger pointed out is a very real one, and there is no doubt that the proposed enquiry ought to be opened as soon as possible.

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A HERO OF EREGO.

IN CAMPAIGNING KIT.

TAKEN AFTER EREGO.

THE SOMALILAND OPERATIONS.

AS usual, NAVY AND ARMY ILLUSTRATED has been exceptionally fortunate in receiving photographs and special information relating to the Somaliland operations. The pictures already published in our issue for January 31 and several previous numbers will have given our readers a very vivid and accurate idea of the country lying between Berbera and the Haud, or "elevated wilderness," in which the Mullah has for the most part been lurking. The set published to-day is of still greater interest, as it includes reproductions of photographs secured just after the unfortunate action of Erego which led to Colonel Swayne's retirement, and also some particularly graphic illustrations showing the nature of the campaign and the physical difficulties which the former expedition successfully surmounted.

It would be difficult to conceive a more apposite accompaniment than these pictures form to the recent publication of the Parliamentary Paper dealing with the progress of affairs in Somaliland up to the end of last year. Retrospect in this case is particularly to the point, inasmuch as a great deal of the ground which was traversed by Colonel Swayne's expedition will have to be retraversed, and, in all probability, the same precautions, at any rate as regards encampment in zeriba, will have to be taken.

Of our portraits, the first is of an officer, Captain Fletcher, who apparently is known to his friends as "Silas," and who has been noted as having distinguished himself at Erego. All three pictures give an excellent idea of the happy indifference to sartorial appearances which distinguishes the British officer when engaged in a really trying campaign. It is a curious fact that the smarter the officer, and the more spick-and-span he is under peace conditions, the more hopelessly disreputable he generally contrives to make himself when on active service of a rough-and-tumble kind. There have been many who have ranked among the most conspicuously well-dressed men in town, but who, on the war-path, have appeared to derive extraordinary enjoyment from wearing clothes for a whole suit of which no self-respecting dealer would give ninepence. In the *Household Brigade Magazine* it has even been asserted that a gallant Guardsman during the South African War delivered a hearty kick at what he imagined to be a mud-caked ant-heap, and was pained to find that he had unwittingly assaulted a brother officer!

The interesting picture showing the path among the hills is a useful reminder that the more serious part of the operations against the Mullah will be conducted at a considerable height above the sea level, and that all Somaliland is by no means of the same dreary flatness which is met with near the coast. Some of the hill scenery is very fine, and there are parts of Northern Somaliland which have been described in glowing terms by travellers as possessing all the attributes of a fine healthy country—a plentiful and constant water supply, alas! being excepted.

Zeribas form such a familiar feature of African warfare, and have been so often described in connection with the fighting against the Mahdists, that no lengthy disquisition on their uses is needed here. But our very graphic pictures cannot fail to be instructive to many of our readers, who will easily realise from them the value of such protection against a sudden rush of a fanatical and desperate enemy.

Looking ahead, it is increasingly evident that the War

Photos. Copyright.

GOOD GOING.

Officers resting during a hot march.

"Navy & Army."

AMONG THE HILLS.

Native villagers watching the column pass.

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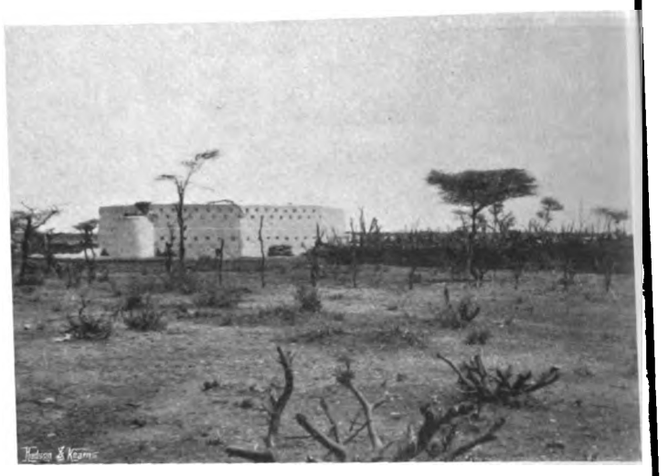
AT AN ANGLE OF THE FORT.

The enemy evidently not in the neighbourhood.



AT BOHOTLE.

The most advanced post occupied by our troops.

Office intends to make a very strenuous effort indeed to capture the Mullah, and that, even if the effort fails so far as that worthy's person is concerned, he is not likely to be left with much authority or even influence by the time the operations are concluded. No illusions appear to be entertained as to the nature of the task, and the fact that the expedition may find its labours seriously protracted has been recognised by stocking six months' reserve clothing and necessaries for 1,500 Indian troops at Berbera and 1,200 at Obbia.

At the time of writing, the route which the column operating from Obbia will take is not known in detail, but that from Berbera to Bohotle, which is illustrated by our pictures, may be described in a few words. Between Berbera and Burao, ninety-five miles distant, comes the Sheikh Pass through the Golis Range. The next post to Burao is Garrero, where there is a strong stone stockade. Lastly we come to the advanced post at Bohotle, which is 215 miles from Berbera. Here the bush has been cleared for 800-yds. round the stone fort, which is strongly held and is defended by 9-pounders and Maxims.

The Mullah is a wily fox, with a careful regard for the safety of his skin, and it is not by any means likely that he will allow himself to be easily caught between the two fires of the Obbia and Berbera-Bohotle forces. If he retreats in one particular direction, that of the Webbe Shebele, it will be most difficult to follow him up, as the district is infested with the tsetse fly. There is also the possibility that he personally may escape to the coast and thence to Mecca—a course which he himself has foreshadowed. The main hope of catching him consists in vigorous action while the dry season lasts, for during this he must fight for the wells, and in any set engagement he is not likely, whatever the numerical superiority of his forces, to withstand successfully the forces shortly to be in active movement against him.

An extremely interesting and satisfactory feature of the present expedition against the Mullah is the handsome manner in which the Italians have permitted one of our columns not only to advance through its territory, but to establish a base in a district under its protectorate. It is true that the Italians have a common interest with ourselves in desiring the downfall of such a dangerous neighbour as the Mullah, but none the less is the ready willingness which they have displayed in this matter a pleasant proof of the amity existing between the two great nations concerned.

As we write, we have not got further than the reconnaissance mentioned in our last article, but there is no doubt that vigorous action will presently ensue, and, with such men as General Manning and Colonel Cobbe in high command, it is not likely that the scrub of Somaliland will grow under the expedition's feet.

Photos. Copyright. "Navy & Army."

A.—AN ATTACK EXPECTED—TROOPS IN READINESS IN THE ZERIBA. B.—READY FOR ANYTHING—THE BRITISH OFFICER IN WORKADAY KIT. C.—IN ZERIBA—FORCE ENCAMPED IN THE PRESENCE OF THE ENEMY. D.—MAKING COVER—NATIVES AT WORK CONSTRUCTING A ZERIBA.

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THE COLLISION IN CORFU CHANNEL.

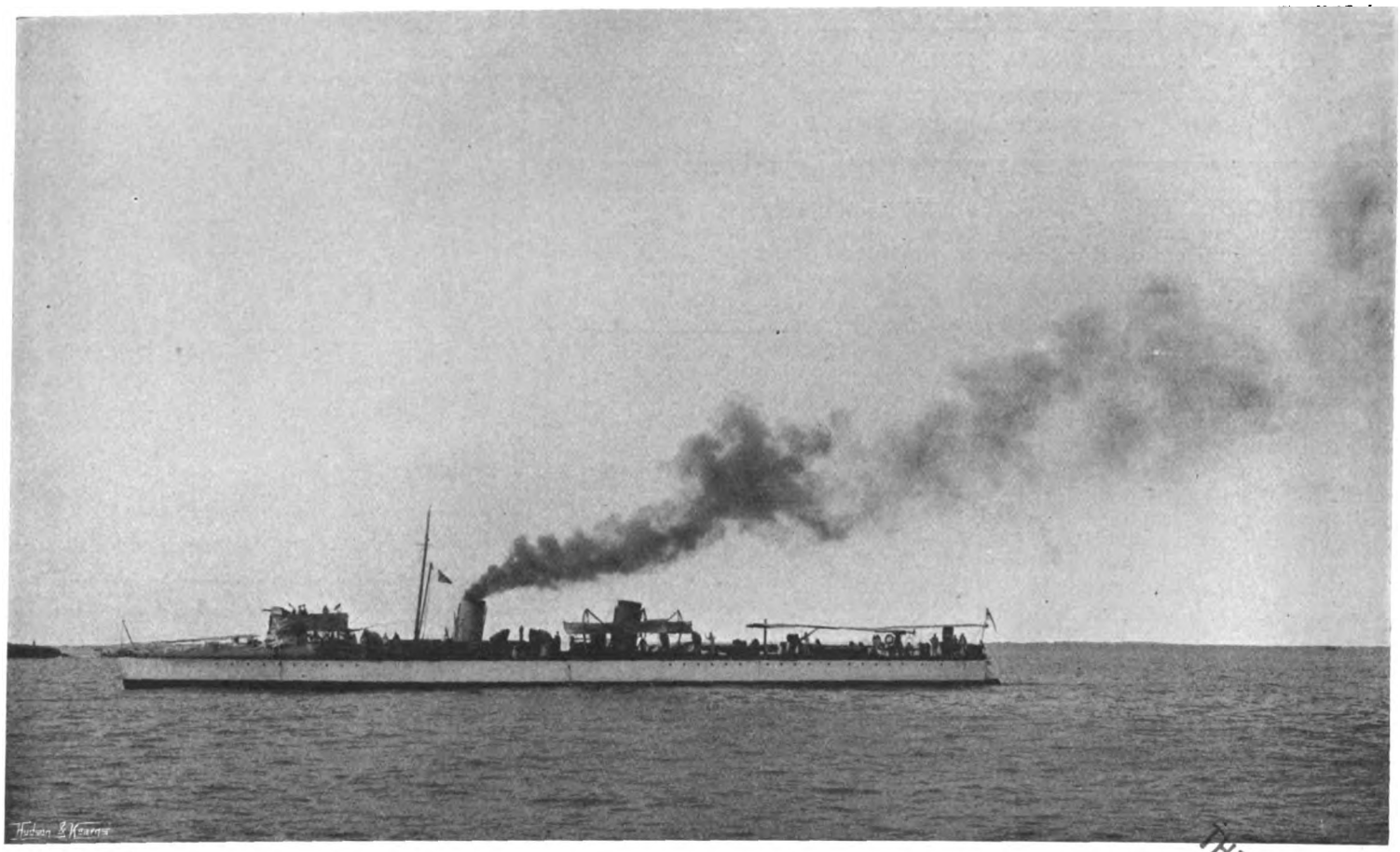

Photo. Copyright. *Ellis.*

THE "ORWELL."

The destroyer "Orwell," which collided with the cruiser "Pioneer" during the night of January 30, was under command of Lieutenant P. A. Robarts. Her gunner, Mr. Edward Smith, and Leading Stoker W. Perry were killed by the collision, and thirteen other petty officers and seamen were drowned. The engine-room department sustained no losses, and the engines are said to be uninjured. The accident occurred during night manœuvres in the Corfu Channel. The "Orwell" is a 30-knot destroyer, with Normand boilers, and was launched by Laird Brothers in 1898. She carried a crew of sixty hands and the usual armament of her class.

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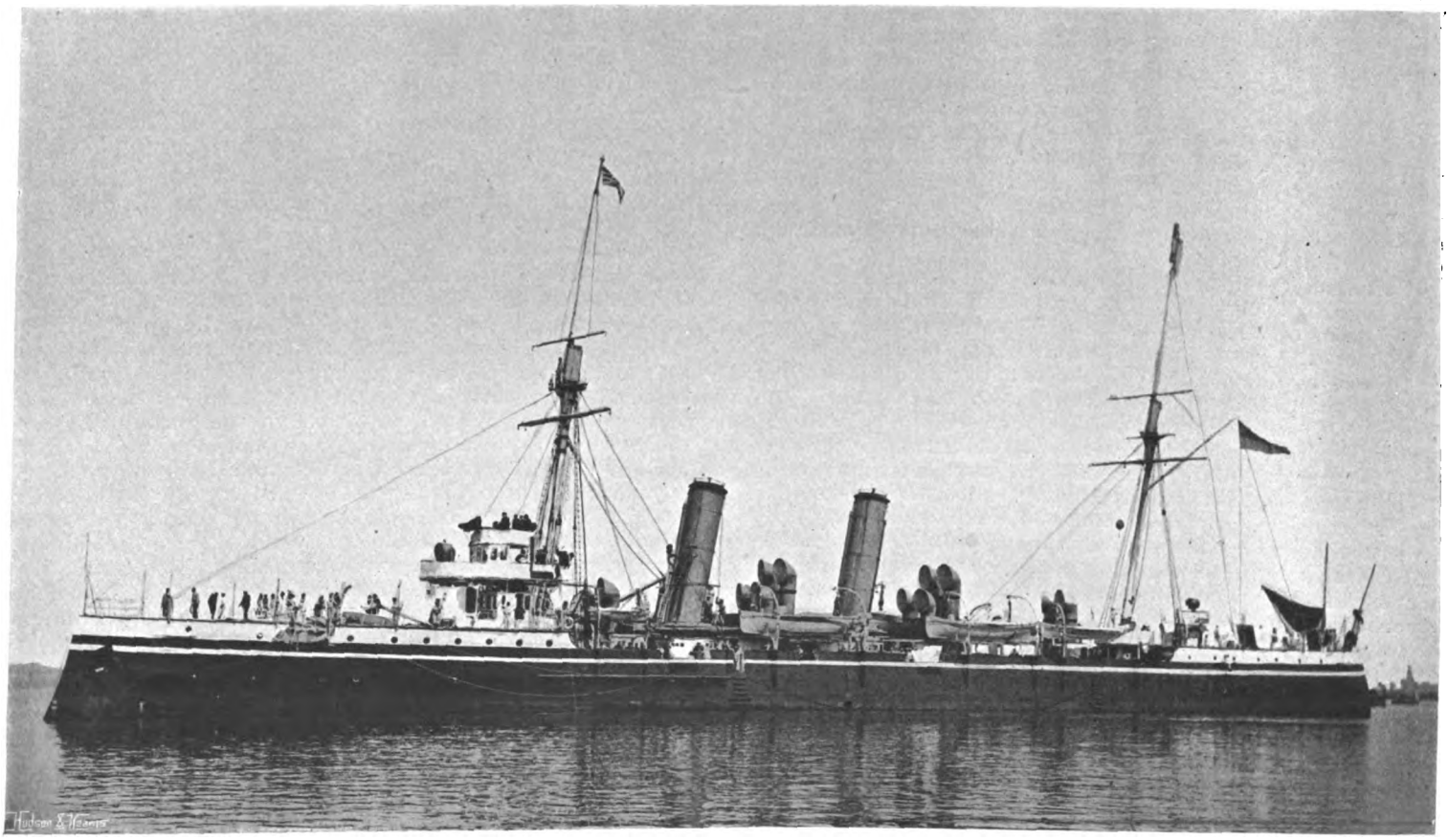

Photo. Copyright. *Johnson & Logan.*

THE "PIONEER."

The third-class cruiser "Pioneer," Commander G. W. P. Hope, is a vessel of the "Pelorus" type, but slightly larger, having a displacement of 2,200 tons, and a speed of 20 knots. She carries eight 4-in. quick-firing guns and torpedoes. A flotilla of destroyers, including the "Orwell," has been engaged in manœuvres near Corfu since January 20, and the cruiser was acting in company with the flotilla. It is improbable that the "Pioneer" has sustained any serious damage by the collision, since she appears to have cut through the destroyer near the conning-tower.

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DEFENCE, NOT DEFIANCE.

CITIZEN SOLDIERS IN TOWN AND COUNTRY.

By TRAINBAND.

TROOPER, WEST KENT YEOMANRY.

"THE PROBLEM OF THE ARMY" is the title of a series of trenchant articles which has been appearing in the *Times*, and which must prove of considerable interest to the reader. None can yet have forgotten the dark days of December, 1899, when the usual English indifference to the details of the national military system was replaced by an urgent, though vague, demand for Army reform. The writer of the articles under consideration rightly deems that a rare opportunity was then presented to any statesman who recognised the real military needs of the Empire. "It was a moment when the iron was hot and ready to be hammered into any shape, but England possessed no statesmen with the needful qualifications, and the question of military policy was one to which party Government paid no great attention." Yet it is allowed that such reforms or alterations as have so far been introduced into the general organisation of the British Army, though they have not gone to the root of the matter, have many of them been in the right direction. In these notes the original danger of too hastily drawing definite conclusions from certain events in the South African War, and still more of too hastily acting in accordance with such conclusions, was more than once pointed out. But it may be said that a sufficient time has now elapsed for the main lessons of the campaign to be disentangled from the misleading impressions of the moment. The great reform of Mr. Brodrick, however, the establishment of the several Army Corps, does not meet with the approval of the writer of "The Problem of the Army." He urges many arguments which tend to prove that the Army Corps system is one which is totally unsuited to the needs of the Empire. But beyond his indictment of its details, he considers the fundamental theory laid down by Lord Cardwell to be erroneous. Lord Cardwell assumed that the defence of these islands is one of the chief tasks of the Regular Army, and that at least one-half of the Regular Army, exclusive of the Reserves, should always be quartered in the United Kingdom. This theory is held to be altogether wrong. It is asserted that as a base for our Army "England ought, strategically, to be put out of court at once." This brings the question nearer to the functions of the Auxiliary Forces, with which this page more particularly should deal. It is true that in the articles which have appeared up to the time of writing no mention is made of the *rôle* which Militia, Yeomanry, or Volunteers should be expected to fill. But it is affirmed that no distribution of our military forces can be strategically justified that does not look first to South Africa, and then to Australia and Canada as the main bases of our Regular Army. "Great Britain may, no doubt, for many years to come, be by far the best recruiting ground, but as a base it has no business to occupy more than a secondary position." It may reasonably be assumed, therefore, that it is thought that home defence should be even more largely relegated than it already is to the Auxiliary Forces.

Naval supremacy is stated to be the keystone of our whole defensive position, but as stress is laid on the proper combination of Military and Naval strength, we hardly think that the writer of "The Problem of the Army" can be one of those who consider that practically no land forces are required to be located in Great Britain. An efficient Volunteer Force may be supposed to be able to cope with any attempted invasion rendered possible by a temporary check to our Fleet, but there are several points to which allusion is made with reference to the training of the Regular Army which equally apply to the Volunteers. The new drill-books, for instance, are deemed to be far in advance of anything taught on the Continent. The importance of shooting, and especially of rapid shooting at close ranges, is thoroughly recognised by the authorities, and it is needless to here repeat how widely the officers of Volunteer battalions have during the past year made efforts to improve the field-firing of their men. In the Auxiliary Forces, as well as in the Regular Army, scouting, skirmishing and the importance of a quick eye for ground, are all being taught more seriously and adequately than before. But the facilities for training are altogether inadequate. Truly is it said that "training men for modern war on a ground the size of a large cricket-field is pure make-believe, and make-believe is destructive of all keenness."

There is one other point we must mention, to which attention is directed in the essays in the *Times*. It is declared that if we wish to avoid conscription on the Continental plan we must instil, compulsorily if necessary, something of the military spirit and of the rudiments of military training into the youth of the country. It is only too true that, as yet, the Government has taken no step in that direction. In fact, the War Office has always regarded with ill-concealed suspicion any proposals made by educational institutions for financial aid to cadet corps, rifle clubs, and similar organisations. The reason is said to be because the Government could not see the immediate return in military strength for the money expended. Quite recently, indeed, a deputation of officers commanding cadet battalions waited on Mr. Brodrick, but the result was understood to be not particularly encouraging. Yet the possibilities of cadet battalions have been shown, on the highest authority, to be very great. As has been said, no mention has been made in the *Times* articles of the position of the Volunteer Force, but it seems probable that on it would fall the burden of home land defence. It is likely, indeed, that as a higher standard of efficiency would be necessary, the home garrison of regular troops being smaller, some form of compulsory volunteering would be advocated. It may be remarked that on this subject the term "compulsory volunteering" can no longer be looked upon as a Hibernicism, for it is a recognised and convenient way of expressing what it so clearly implies. But it is hardly profitable to discuss what has not yet been said.

Probably within a few days the organisation of the Auxiliary Forces will have come under consideration in "The Problem of the Army," but under any circumstances it will be advisable to make reference again at an early date to the oft-suggested plan of compelling all able-bodied men to serve in the Volunteers, if they do not happen to be professional soldiers.

General satisfaction in the Volunteer Force will have been caused by the announcement to which reference was made last week that all the vacant adjutancies of Volunteer battalions are to be shortly filled by the appointment of officers of the Regular Army. Though there is no doubt that the duties of adjutant have been on the whole very efficiently performed by Volunteer officers during the somewhat protracted period in which the services of an Army officer have not been available, it cannot be denied that there are several reasons why it is desirable that the work of an adjutant of any branch of the Auxiliary Forces should be undertaken by a professional military officer. It is now rumoured, indeed, that the Army officers who are about to be gazetted to auxiliary adjutancies will not unfrequently have considerable assistance in carrying out instruction, for it is proposed to utilise the services of supernumerary officers awaiting absorption into their regiments for the purpose of assisting in the training of the Militia and Volunteer regiments in the districts in which the supernumerary officers may be stationed. It is almost unnecessary to point out that such officers should prove of the greatest assistance to the Militia and Volunteer regiments undergoing training; and indeed the officers would be accomplishing far more useful work than by occasionally doing the duty of a brother officer who happens to want a day's leave.

For a long time there has been a great deal said about the possible wrecking of the Volunteer Force, and it is therefore with much pleasure that attention may be called to the great success of the Devon County Volunteer Association, from the honorary secretaryship of which Major Gratwicke is retiring. Major Gratwicke rendered great service to the Volunteer Force by infusing new life and vigour into the County Association at a critical time, when its condition was far from

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hopeful. The Devon County Volunteer Association has proved a very valuable agent towards the support and encouragement of the Force locally, and it is wished that there might be a larger number of such powerful societies with similar objects throughout the country. The forty-third annual meeting of the Devon Association was recently held, and some portions of the report of the council afford instructive reading. A natural satisfaction was expressed that in future representative officers of Volunteers will be consulted by the War Office before changes are made in the regulations. Though it seems too frequently forgotten, it is of the first importance to remember that the constitution of the Force did not contemplate the Volunteer becoming a substitute for the Regular, and that the claims which civil life has upon Volunteers cannot be exposed to undue interference. The primary purpose for which the Volunteers were created was that of home defence, and it is necessary that this should always be borne in mind.

When the amount of invaluable work performed for the Devon County Association by Major Gratwicke is considered, it is not surprising to learn that there is a movement on foot to present him with a suitable recognition of his services. Major Gratwicke did very valuable work not only for the Association, but for the Volunteer Force generally. Through his efforts was secured the insurance fund for those Volunteers who went to South Africa; he greatly assisted the equipment of the men proceeding to the front; and he largely promoted the construction of a suitable rifle range at Okehampton. As regards the County Association, it may be mentioned that when Major Gratwicke agreed to take over the duties of honorary secretary the members of the Association numbered but 200. Now there are very nearly 500, and the Association is on a sounder financial basis and possesses a number of costly cups, such as those given by the Devonians in London and Liverpool. A special County Association has been mentioned, and the references to Major Gratwicke have therefore been chiefly local. But to Volunteers and rifle-shots in every county his name is familiar and esteemed.

THE NAVIES AND ARMIES OF THE WORLD.

A WEEKLY CAUSERIE BY DAVID HANNAY.

THE scheme of Army organisation advocated by the author of the papers in the *Times* on that enduring problem has several aspects, and one of them is directly interesting to the taxpayer. The questions for him are, to put the thing in the most intelligible, if not the most dignified, form, whether he is bound to meet the extra call on his purse which this scheme will certainly cause to be made, and then whether he will get the best value for his money by adopting the course recommended. In substance, and in so far as the future is concerned, the pith of the papers seems to be something like this. The writer assumes—I say assumes deliberately—that we may disregard the frontier of Canada, because we have no intention of interfering with the United States in America; that we will not operate on the continent of Europe; that our field lies on some point, or points, of a long line drawn from the Cape to Corea; and that we ought to keep the forces which we propose to send into that field either on this line or in places within the temperate zone corresponding to it, and much nearer the possible seat of war than the British Isles. As an onlooker I cannot help feeling that there is a great deal of speculation here. The United States have planted themselves in the Pacific, and are established in the Philippines. They are an Asiatic Power, like ourselves, though not on so great a scale as yet. Who can guarantee that we shall never fall out in those regions? If we do the States can always put pressure on us by attacking Canada. Every soldier knows, or ought to know, that when Frederick the Great wanted to stop Prince Karl's invasion of Alsace, he attacked the Austrian dominions a long way off the Rhine. Again, though we would no more dream now of invading a first-rate Military Power in Europe single-handed than we did in the Napoleonic times, who is prepared to maintain that we are never to co-operate with an ally, as we did with Spain and Portugal? Supposing the case to arise, where is the sense and the economy of having our troops in the temperate zone of the Southern Hemisphere? As a common member of the public, I, for one, do not see them.

* * * *

That the scheme will cost a heap of money is undeniable. The temperate regions of the Southern Hemisphere mean the Cape, Australia, New Zealand, and the western end of Canada. Wages are high, and the demand for labour brisk in all those countries. I say nothing about the view the self-governing Colonies will take of a proposal to establish camps among them. Nor will I ask with what eye the Colonial labour parties would view the probable competition of deserters. It is enough that we would be compelled to pay at a rate which would induce men not to make a push for eight shillings a day for an eight hours' day. The vast sums which would be spent in the Colonies for stores might reconcile them to the prospect. But how about the British taxpayer? Our Army, which the author of the "Problem," like every other military reformer I ever read, assures us is no better than a sham, costs £30,000,000, and will cost more. If the bulk of the Army is stationed from Vancouver to the Cape, the bulk of the money will be spent there also. When this has been arranged, I would suggest that we take the lion from the side of our shield and put a pelican there piercing its breast to feed its young. The pelican is an heroic bird, and of a lofty morality, but it never lasts long. It dies to feed its young—at least story-books say so. My own personal knowledge of the habits of the bird is very insignificant. Speaking seriously, this scheme would compel us to pour an immense tribute into the Colonies without return, and with the certainty that the purchases made for the troops would tend to send up the prices of meat, not only there, but here also, where we eat Colonial beef and mutton very largely. It will hardly, I presume, be suggested that the Colonies should be asked to pay even a part of the expense.

* * * *

These, perhaps, somewhat grovelling considerations may be swept aside in the name of our higher interests. But we are not at the end of the question of expenses. I begin by propounding what the Spaniards would call an oracle of the wizard of Marchena, who said that after sundown the donkey was in the dark. The proximity of troops to a seat of war is really to be measured by the time in which they can get there, and not by their distance in miles at the moment they are wanted; and then the time in which they can get there is fixed by their command of means of locomotion. This is a self-evident proposition, but, obvious as it is, it appears to have been overlooked by the author of the "Problem." In order that troops kept as a reserve at the Cape or at Vancouver should be moved at once they must have their transports always at hand. Nothing whatever will have been gained if ships have to be sent out from home to pick them up. A steamer would take just as long going empty to Durban and full for the rest of the way to the Persian Gulf as she would if she went out with the troops on board from Southampton. The soldiers would not be at the seat of war a day sooner than they would have been if they had come out from home. Therefore, if we are to secure the advantage of being promptly in the action, which the writer justly argues is desirable, it will not be enough to have the troops in camp and barrack at Vancouver or Natal. We must take care that as many transports as will be needed to embark them at a day's notice form part of the establishment, with crews, coal, and provisions. It is a dream to suppose we can find the craft in sufficient numbers in the Colonies. They are only to be met in the home ports, where hundreds of them—or even thousands—are for ever coming in and going out, or looking on all sides for a freight. To my mind this single consideration has always been fatal to the author's proposal, which, be it observed, is no new one. Now imagination boggles at the cost of keeping the transports for ever on the spot and ready for work. They might have to lie there, lost to trade, during a peace of thirty years. It may be said that when the war was seen to be coming, the Government could direct ships from all parts to the ports in the Southern Hemisphere. Well, yes, if the enemy left us the time; but as the measure would be equivalent to the embarkation of troops at home, we could not sanely calculate on any such display of magnanimity or his part.

* * * *

Then the taxpayer has another remark to make on the "Problem," very pertinent to this same business of expense. The author is careful to lay it down as an axiom that, rich as we are, we cannot hope to maintain our Navy at its proper strength, and also rival the numbers of Continental Armies. It is a truth of vital importance to us, but supposing the Army we do maintain is to be kept in condition which will make it, proportionately to our wealth, as costly as any of the mighty Continental hosts, the burden will be the same.

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Then I would, as a taxpayer, like to know a little more exactly what is meant by defending our interests in the Far and the Middle East. If it means occupying territory, certain consequences must infallibly follow. Garrisons will have to be provided in the tropics, and another reserve will have to be formed in the temperate zone; a vast addition to the Army will, in fact, be required at the same crushing cost. In the Far and Middle East the process of defending our interests is very likely to bring us into direct contact with Russia. Now the Russian Empire is a mighty stretch of continuous territory, having all its communication overland, and not liable to be cut by our Fleet. With the extension of its railways, which goes on steadily, the time is coming when the Government of the Czar will find no more difficulty in directing the mass of the power of the Empire into the valley of the Euphrates or Northern China than in marshalling it on the frontier of Poland. To me it seems to be idle to say in one breath that we cannot hope to tackle Continental Armies at the seat of their strength, and then to propose to do this very thing in the Far and Middle East. To me, again, it seems to be absolutely childish to talk about our Empire as mainly Naval, to say that we can only give to the Army what remains after we have provided a competent Navy, and then to recommend a military policy which makes a vast immediate addition to our burdens, while contemplating a national policy which must infallibly add enormously to this increased burden in the future. Germany and France have landed themselves in chronic deficits and financial distress by competing with one another's Armies, while also endeavouring to approximate to us on the sea. The policy recommended by the writer in the *Times* would conduct us to precisely the same result.

ROCKET LIFE-SAVING DRILL, DUNGENESS.

THE SEA-POWER OF THE NATIONS.

A Record of Policy and Progress from Week to Week.

By JOHN LEYLAND.

THAT the question lately raised by the *Times* in its forcible articles upon "The Problem of the Army" is one of unequalled national and imperial importance no one can gainsay. Received at first with a considerable measure of satisfaction as promising excellent things, the cold eye of later criticism directed to Mr. Brodrick's proposals for Army reorganisation has found them to be not only impracticable, but based upon most unsound ideas of Imperial strategy. Other hands will deal in these pages with the specific measures suggested in the *Times* in their relation to the Army, the defence of India, and the Auxiliary Forces, while to me falls the congenial task of setting forth the Naval aspect of the question, which is fundamental and precedent to all such considerations. Until we realise the true nature of the duties for which the Army is to be fitted, we can never know what its character must be, nor how it shall be distributed throughout the world. Our State, which began by being insular, has ended by becoming oceanic, and here we discover the determining condition of Army organisation. It was a thing of common knowledge among Elizabethan seamen that on the sea we must be safeguarded from invasion, and their conception is for ever embodied in our literature by Shakespeare, who speaks of England as

> "This precious stone set in the silver sea,
> Which serves it in the office of a well,
> Or as a moat defensive to a house."

All later experience has established that truth, and the facts of history have demonstrated the conclusions of logic. If any shadow of doubt could remain as to the sufficiency of the instrument of our Sea Power for national defence, there could be no course but to remove that doubt forthwith. Otherwise should we go on spending million after million upon land defences, those "monuments of misapplied ingenuity," and shape our military arm for a purpose which only in irreparable disaster could it ever be called upon to serve. There must, indeed, be no thought of an invasion in force of these islands, and no hesitation in providing an Army for foreign service altogether. There will always be enough trained men in England, ready to reinforce the Army abroad, and in the same hour in which the Fleet makes it possible for them to leave our shores, the most timid will realise that our security from invasion has become absolute. There remains, of course, the consideration that, failing a sufficient Navy, we might be reduced by famine without the landing of a man, and what would avail half a million of heroes at home, eager to grapple with the foe, if starvation and anarchy stalked through the land? The complex considerations which have reference to the defence of food supplies and raw materials cannot, however, be elaborated here.

I am not unaware that it would be a poor conception of national defence that regarded the Navy merely as the defender of our island shores or even of our island necessities. Since Shakespeare likened the sea to a well or moat for the protection of this sea jewel, the British Empire has grown. It has grown, as has been finely said, as the gift of Sea Power, and only by Sea Power can it be maintained. Hence it is that the writer of the articles in the *Times*, to which reference has been made, is justified in declaring that our military expenditure must always be the balance of what we can afford to spend after making sure that we have satisfied our Naval needs. This may seem a hard saying, but it is demonstrably true. With the ceaseless growth of the Naval armaments of other Powers we cannot afford to go on indefinitely spending thirty millions a year on our Army. Some more economical means must be devised, for the Navy is the ruling factor in all Imperial defence. The Navy, alone, it is true, is not enough; there must also be an Army efficient to strike blows where Naval force cannot be exerted. The truth, however, is axiomatic in military strategy that a force operating against an enemy is dependent upon its line of communications, and since the communications of the British Empire are upon the sea, which is the highway of our troops and of all that our troops require, it is evident that all extensive military operations would be paralysed if the Navy failed. Though the war in South Africa was fought by military means, as was the war in the Crimea nearly half a century ago, we could never have asserted our power at all if the seas had not been open to us. And consequently, as Mr. Thursfield said in his lecture at the Staff College, Naval and Military forces are equally indispensable factors in any rational study of the problems of defence presented by the British Empire. The real question before us is to co-ordinate their respective and characteristic functions, so that we may rightly apply their individual agencies.

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I have so far presented the Navy in its work of Imperial defence, mainly as the safeguard of military communications. That its very presence may ward off attack is, however, certainly true, and a little consideration will show that in active operations immense advantages rest in the hand of a strong maritime power. Doubtless, having this in mind, the writer in the *Times* pertinently asked whether we are to go on piling up an Army of inefficients, or are to create a smaller, effectively trained and organised force, effectively placed for all probable eventualities. It may, in fact, be accepted as a strategical principle that a supreme Sea Power is able in many cases to exert military force with bodies of troops relatively small as compared with the vast armies which Continental Powers can put into the field. Not the smallest point to be drawn from the possession of command of the sea is the power of effecting strategical surprise. The military commander resting upon sea communications possesses a large initiative, almost inevitably denied to the commander tied to land communications. He can choose his own point of attack, and can sometimes change his base, as was done by Wellington from Lisbon to Santander. He can establish himself in positions like Torres Vedras with communications secure, and can operate with freedom, confidence, and independence such as no other considerations could justify. He will be able to seize bases and occupy positions—and war, as Bonaparte said, is an affair of positions—establishing himself in places like New Orleans, the capture of which by means of the Sea Power of the Federals in the American Civil War inflicted so severe a blow upon the South. The threat which is exercised by a mobile military force resting upon the sea may often suffice to hold an enemy's troops in positions which will never be attacked, and thus to "contain" a portion of the hostile force in places remote from the actual theatre of war. We do not forget how the uncertainty as to the movements of Admiral Cervera's squadron sufficed to paralyse for some time the initiative of the United States troops in the war with Spain. The famous case of the invasion of Egypt by the French, which seems to be a violation of the rule that large military expeditions cannot move at sea in presence of an undefeated Naval force, must not blind us to the real value and incidence of maritime force at that time. The adventure to Egypt—for "adventure" is the right word—succeeded temporarily by a marvel; but the Naval force which had been evaded established undisputed command of the sea by the victory of the Nile, and determined the disastrous fate of the French army of occupation.

These considerations—and they might have been multiplied a hundredfold—will serve to show that sea and land forces are both elements in the exercise of Sea Power; that, for the British Empire, the Navy must be the supreme factor; and that an Army scheme which ignores it, or regards it as necessarily inefficient for its purpose, must beyond all doubt be unsound. I am not, I think, misjudging Mr. Brodrick, for the character of his scheme, and his evidence before the Colonial Premiers, alike show that he had no efficient Fleet in his mind. We all hope and believe that the British Fleet is efficient, and that it is daily progressing in the elements of efficiency. Otherwise, no expenditure would be too great to make it what it should be. We cannot hope for a cheap Navy, and to the British Empire an inefficient Navy would be dear at any price. We require a Navy to maintain our territory inviolate, to protect our vast commerce at sea, to safeguard our food supplies and the raw materials for our industries, to enable us to despatch troops whither we will, to supply them with every necessity which comes from over-sea, and to support them in their operations, giving them independence and mobility, and transferring them from point to point as the course of campaigns may dictate. Such is the Navy which must determine the strength and character of our military forces. They are not to be provided to do the work which it is the business of the Navy to accomplish—to supply defending garrisons at home or abroad in places which the Navy will make it impossible to attack—for Naval and Military forces are neither the alternatives nor duplicates of one another. They are two parts of a single organism, and the Navy being the paramount factor, the strength and nature of the Army must thereby be limited and defined.

ROUND THE MILITARY CLUBS.

WHAT SOLDIERS ARE THINKING, SAYING, AND DOING.

DURING the last week nothing has come so much under discussion among soldiers as the series of brilliantly written articles which is now appearing in the *Times* with regard to the Army and the problem of the Army in the future. The consensus of opinion, as far as it has been within my power to arrive at it, is that the writer of these articles, so far as he has gone, has justly exposed the majority of the weak points in our Army system, and, after destroying our time-honoured idol, has theoretically thought out a very excellent substitute. That the whole Army system is wrong, that we have been blundering along blindly for the last decade, I have never tired of telling in this column, and consequently I throw in my vote with the *Times* essayist, and welcome the advent of a prophet who at the end of his first article was sure enough of his ground to say, "In other words, the existing system is nothing less than a gigantic sham and a fraud on the taxpayer."

Now, in discussing this subject, as it is laid down by the writer in the *Times*, it is necessary to take it for granted that the Navy, our undisputed first line of defence and offence in the policy of a world-wide Empire, is absolutely capable of maintaining the *rôle* which he has allotted to it. In outline the pith of the theories which this writer puts forward is as follows: England's frontiers are purely oceanic, therefore our undisputed first line of defence is the Navy. Everything must be sacrificed to make the Navy capable of maintaining its true position. This being given, our military policy must be subordinated to our scheme of oceanic defence. How can this best be done? First by carefully noting the portions of the globe where, owing to land frontiers, we may be called upon to protect regions out of reach of our first line of defence. Europe may be dismissed at once, America practically dismissed also. Therefore, the writer finds that, irrespective of coaling-station garrisons, our true military strategic front lies along a line drawn from Cape Town to Kamschatka. Granting this, we must study the strategic distribution of our Army. We find that the bulk of the Regular Army is shut up in this country, for the most part many days' steaming away from the country in which it will have to fight. The writer cites the commencement of the South African War in support of this. This is wrong. The history of all war has gone to prove that the force which can strike the decisive blow before his adversary is prepared to meet it is the force on the inside berth in the race. Therefore, it is obvious, since it is given that we shall not be expected to fight in Europe, that the bulk of our Army should be within easy reach of our true strategic front. But are there suitable possessions in which we could house, train, and establish our Army? The writer maintains that not only are the suitable possessions in our hands, but argues that they are in every way more valuable as military training grounds than this country. He therefore would reduce the Regular Army to a size that would be sufficient to operate in any of the countries adjacent to the front which he has laid down, and suggests that by keeping the bulk of our Regular Army in India, Australia, and South Africa we should be able to reduce the Army Estimates by several millions, which millions would be more profitably expended on Naval defence. There is the outline. As a matter of fact, there is nothing very new or original in the policy advocated; but it has not before been given the publicity it obtains by publication in the columns of the powerful journal in which it now appears—the publicity it deserves.

Now there is nothing in the above *résumé* which does not appear to be sound; nothing which when written in newspaper articles does not impress you with the common-sense character of the suggestions implied. "Why," you will say to yourself, "this is obviously correct. I wonder why it was that I never thought of it myself." You congratulate yourself that if you had had the time to devote to the subject, you would have come to very similar conclusions to the above. It certainly does not want a soldier's training to see that every advantage in war must accrue to the side which can strike a crushing blow before his opponent is prepared. But the soldier who has to deal with political economy as well as with his own legitimate trade, reads through such suggestions as appear in the *Times* articles in a perspective which it is possible that the writer himself never attained.

In the first place, is the Navy worthy of the trust that must be reposed in it if the suggestions made were followed? Would it be possible with the five extra millions a year to make it absolutely secure against a combination against it? Now, I do not wish to make any reflection upon the Navy; besides, any reflection that I made would be worthless, since I do not know enough about the Sister Service to warrant an opinion. And from the little I do know, I am confident that the personnel, officer and seaman alike, can set us in the Army an example of keenness and progressive intelligence. But it is not with regard to the personnel that the grave doubt arises.

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It is the uncertainty of future Naval warfare. From what I can gather in conversation with seamen, it is reasonable to expect that after a Naval battle both victor and vanquished would be in such a state of mechanical ruin that to all intents and purposes the vessels of both escaping total destruction would be of little fighting value for months to come. This being the case, may not we, with our many foreign interests, find ourselves with a victorious, though for the time being ineffective, Channel Fleet? Mind, I only put this as a suggestion which occurs at once to the men who would have to take the responsibility of denuding this country of its Regular Forces. It is my sincere hope that I have only shown ignorance.

The theorists who would substitute "a nation in arms" in this country for a Regular Army should bear in mind that either we must have at home a force capable of preventing invasion, or, trusting to the Navy, no force at all. I maintain from personal knowledge of the fighting qualities of insufficiently trained men, and more especially officers, that it would be absolutely futile to expect any of our so-called Auxiliary Forces now in this country to prevent a foreign army that had once landed from making its way to London, and every German and French military expert is of the same opinion, though, of course, they believe the difficulty commences when the invading force has got there. But that is the maritime question again. We have come out of South Africa with by far too high an estimation of the fighting quality of the two-day Volunteer. He did all right for South Africa, but he will not stand alone against a European army advancing in a European country.

But this is only the invasion bugbear—a small point if the Navy is confident that it can take the risk. The next point which will trouble the thoughtful soldier in examining these articles is the question of transport. It will not serve you much if, having your army within twelve days' sail of your theatre of war, your transport [illegible] twenty days of steam to reach the port at which you [illegible] embark. Then the great economic question must be stud[illegible] To plant 80,000 men required in South Africa and Aust[illegible] in the present circumstances might not be so difficult [illegible] expensive as at first appears. We have 50,000 in Sou[illegible] Africa to-day. But will it be possible to practically diss[illegible] the Regular Army from England and to keep it [illegible] recruited? I myself believe that it will; but there [illegible] many who disagree. Also the Government would take a [illegible] responsibility which, while asking the country to pay [illegible] 80,000 men perpetually on foreign service, placed these men [illegible] that the money it cost to maintain them was spent to the direct advantage of a colony. This, I am informed, is a much more important factor in the question of denuding England of its Regular Army than appears upon the surface. These are the main points that I recollect having heard during the week urged against the theories we have been discussing. As far as I can see, the ability or inability of the Navy to meet the strain is the only one of any importance, if the transport question is included in it. Against this we have the numerous advantages which the writer of the articles has enumerated, chief of which is, of course, the adequate training of an army within easy reach of and in like country to the theatre in which it will be called upon to operate.

That the system which we know as the Cardwellian system has ceased to meet the requirements of the Empire there can be few to deny; nor can we wish that we should have again to appeal to the Reserve before we could mobilise a single Army Corps. But though I would permanently garrison South Africa with an army of sufficient proportions to supply a field army at the shortest demand, yet I would hardly do that at the price of denuding this country almost entirely of Regulars. There is, I am sure, a middle way, and the middle way points to the ballot-box. RANGE-FINDER.

"ENQUIRER."—An illustrated article on the Volunteer Force of Singapore was published in NAVY AND ARMY ILLUSTRATED dated April 12, 1902, in which a description of the various branches was given. There are both Infantry and Artillery Volunteer battalions. At the outbreak of the South African Campaign the British Infantry Battalion proceeded to the front, and was replaced at Singapore by two battalions of Madras Infantry. The Singapore Volunteer Artillery also volunteered, but its offer was not accepted, as it was thought advisable to keep it there in view of the possibilities which might occur. In March, 1900, a new body of Volunteer Rifles sprang into existence, and this, combined with the Volunteer Artillery, etc., makes the force a very serviceable one. The uniform of the men is plain khaki without facings or ornaments of any description. In regard to your other questions, I should advise you to write to Captain H. C. H. Burton, 2nd Company Singapore Volunteer Artillery, Hong Kong, who will doubtless be able to give you full details as to conditions of service, etc.

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"TUTOR."—When in command of the "Boreas," dated July 22, 1787, the Earl of Cork had written to Nelson about his son, the Hon. Courtenay Boyle, then a midshipman on board the "Boreas." "In the first place," wrote Nelson, "it is necessary that he should be made complete in his navigation; and if the peace continues, French is absolutely necessary. Dancing is an accomplishment that probably a sea officer may require. You will see almost the necessity of it, when employed in foreign countries; indeed, the honour of the nation is so often entrusted to sea officers, that there is no accomplishment which will not shine with peculiar lustre in them."

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"MESS BARRACKS."—Mess originally signified a dish of meat only, and in its more enlarged sense, a party dining together, as at great dinners the company was usually arranged in groups of four, which were called messes, the word came to mean a set of four in a general sense, *e.g.*, in "Henry VI.," Part III., Act I., Scene 4, Queen Margaret asks the Duke of York, "Where are your mess of sons?" *i.e.*, Edward, George, Richard, and Edmund, Earl of Rutland. The date at which it became a part of the internal economy of a regiment is uncertain, but it was probably not until the barrack system came into full force, *circ.* 1740. In the case of the Household Troops it was ordered in 1693 that a table should be maintained at the public charge for the officers of the Foot Guards on duty at St. James's and the other Guards connected therewith, a contractor engaging to supply the same for a sum of £5,000 per annum, and an allowance of £600 for the purchase of utensils; £2,000 was added to the annual allowance shortly afterwards on account of four officers of the Household Cavalry joining the mess, and in the following year a further addition was made on a representation from the officers that they were put to an expense of 1½ guineas per diem for their breakfast at a coffee-house. To lose the number of one's mess has its French equivalent in the phrases, *descendre la garde, passer l'arme a gauche* and *defiler la parade*. Until the latter part of the seventeenth century, with the exception of the troops stationed at the Tower, Windsor Castle, or distributed over forts, soldiers were billeted on publicans, or when such accommodation ran short, on private individuals, an order issued in 1672 stating that "if sufficient quarters could not be provided in the public-houses they might be found in the private houses." This system had always been considered a grievance, and apart from the inconvenience to the compulsory host it was open to the objection of distributing troops out of touch with one another, and had, moreover, a demoralising effect on those billeted. Billeting was forbidden in England by a late Act of Charles II., except with the concurrence of the householder, and made penal in 1745, though in Scotland the system was legal until 1857. Somerset House and the Royal Mews have been occupied by Monck's troops on their arrival in London, and the sick and wounded from the Dutch War were located in the Savoy, which remained in military occupation until 1814, and in 1679 Somerset House, although it formed part of the Queen's jointure, was ordered by the King to be vacated and prepared for troops. These expedients, however, were apparently of a temporary nature to meet a pressing need, and it was not until 1681 that a regular system of permanent barracks was formulated. For many years it received strong opposition as indicative of the maintenance of a standing army, which some feared might be "the finishing stroke of our liberties," as tending to "subdue and enclose the kingdom." M. A. Taylor in 1793, in opposing a proposal for the erection of additional barracks, said, "In no free country could a large standing army be kept up without danger to liberty," and Fox observed that "if one system be more corrupt and inimical to freedom than another it is the system of barracks." The word, which is derived from the Spanish "barracas," seems first to have come into use in England in 1686.

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"OFFICER'S DRESS."—1. The brown belt to which you allude is the "Sam Browne" belt, which is now worn by officers of all arms of the Service in undress and "service" dress. In full dress or with the frock coat, officers wear their swords attached to a belt round the waist, the slings being of gold lace on scarlet or crimson leather. The [illegible] Hussars wear just the same belt and slings as other regiments. 2. The new pattern staff cap is now worn by all branches of the Service; the colour is, however, different in the various branches. THE EDITOR.

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1ST LONDON ROYAL ENGINEERS.

THE spirit of infinite endeavour and indomitable pluck which characterises His Majesty's Regular Forces, and the buoyant atmosphere of self-confidence which surrounds them, are nowhere found in a more pronounced degree than in the ranks of the Royal Engineers. To politely paraphrase the line of a recent popular song, "A little British Army goes an exceedingly long way." The expression is idiomatic and comprehensive, but at least its literal meaning implies a distinct compliment to the plodding Sappers. Making roads over mountains, bridging rivers, blowing up obstructions, all these things make the little British Army imagine that the "good long way" is in reality the short cut. The alternative mottoes of the corps, "Ubique" and "Quo fas et gloria ducunt," are both singularly appropriate, though in another connection they might be considered paradoxical. The first is where they are; the second is where they wish to be; and everyone knows that they get there.

The 1st London Royal Engineer Volunteers showed during the recent war that they are fully prepared to emulate the reputation for ubiquity possessed by the parent corps. But since the "Cease fire" has sounded, their ranks have filled again with sun-tanned men with medals, and the headquarters in prosaic Barnsbury bustle as much as ever. There, in a couple of large houses, with an acre and a-half of parade ground, the corps has its home. There are a suite of rooms for the officers, canteens and club-rooms for the men, and all the appurtenances of a well-ordered depôt, together with waggon-sheds, modelling-sheds, model-rooms, engineering stores, and other necessities for a sapper's technical education, as well as a Morris-tube range. At first glance a lay observer might suppose part of the large parade-ground to be a disused timber-yard. But under the guidance of the adjutant he would quickly realise his ignorance. The inelegant structures turn out to be contrivances invaluable to the science of war—pontoon and barrel piers for bridging, and trestle and sling bridges. There are also gun-pits and earth-works, field kitchens and ovens, and siege batteries.

The battalion was formed in 1862 by the Corporation of the City of London, and for a long time it had headquarters in Jewin Street. It was originally known as the 1st City of London Engineers, and it still bears the City arms. The first commanding officer was Colonel H. Garnett Mann, who, being a professor of fortifications at Sandhurst, was just the officer for the position. Under his guidance the corps quickly knocked itself into shape, and he infused into it that progressive tendency which fitted it, in a later stage of its career, for the early official recognition it was fortunate enough to receive. Colonel Mann retired in 1871 with the rank of honorary colonel, and was succeeded by Colonel Stilwell.

MOUNTED TRUMPETER.
In review order.

Colonel Drew, C.B., V.D., who next took over the command, was an officer to whom Volunteers in general, and his own command in particular, have much to be thankful for. He it was who first took a marching column of Volunteers out of London, and so established route marches in contradistinction to the old Easter Monday "show." The 1st London Engineers was the first battalion to make the change. From these route marches were evolved the Easter Manœuvres, which remained one of the principal features of Volunteer life until they were swept away by the changes introduced during the South African War.

Once upon a time this battalion sent from fifty to sixty men each year for training to the Engineering School at Chatham. This privilege has now been curtailed almost to disappearing point, so that the actual training is now done in camp. With these limited facilities it would be impracticable to turn the absolutely raw material into the finished sapper, and the corps owes its high state of efficiency largely to the fact that its ranks are recruited entirely from *bona-fide* mechanics. Similarly, the officers are all by civil profession engineers. Some of these indeed have attained considerable eminence. For example, Lieutenant E. W. Moir, the senior subaltern, is a partner in the firm of Sir Weetman Pearson and Co. He has been concerned in many of the most

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"QUO FAS ET GLORIA DUCUNT."

The Officers, 1st London Royal Engineers.

Reading from left to right the names are—Back row: Capt. J. A. C. Moffat, Lieut. Commin, Capt. R. E. Williams, Capt. W. C. Wedekind, and Lieut. K. S. Bale. Second row: Lieut. J. Reid, Capt. Waters, Quartermaster and Hon. Capt. J. Hague, V.D., Capt. K. C. T. Evans, Lieut. C. Ford, Capt. H. J. Cullin, Lieut. Roberts, and Lieut. E. W. Moir. Front row: Capt. J. H. Llo d-Verney, Capt. and Adjt. C. E. Dance, Col. S. Waller, C.R.E. (Home District), Col. W. F. Wood, V.D., Major C. E. Cassal, and Capt. J. Lloyd-Williams.

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notable feats of engineering of recent years. He was largely responsible for the construction of the Forth Bridge and the Blackwall Tunnel, and at the present time he is in charge of the Government Harbour Works at Dover, the West India Dock Extension, and the new Electric Tubular Railway between the City and Finsbury Park.

Lieutenant J. Reid, the signalling officer, served in the Græco-Turkish War. He has invented a new signalling lamp with a range of no less than nine miles. Such scientific triumphs are not infrequently marred by practical disadvantages, such as difficulty of transport, but Lieutenant Reid's invention can easily be carried in one hand.

Returning to the history of the corps, it is interesting to notice that in 1883 and the following thirteen years an annual camp was held at Hendon. In subsequent years tents have been pitched in the more congenial localities of Clacton, Walmer, and Littlehampton. In 1900—the "emergency" year—600 men were encamped for a month on Lord Salisbury's estate at Walmer. When under canvas the corps does all its own cooking. Recently the cooking section invented a new double kitchen to cater for 800. In formation it consists of three parallel rows instead of the familiar "broad arrow" arrangement, and can be accommodated under the same area of roof.

The battalion was the first to form a railway company—this was recruited from employés of the Midland Railway—and the innovation became so popular that another company was organised on similar lines. They existed from the early eighties till 1892, when the War Office authorities, recognising their practical value, tried to get the men into the Army Reserve. With no precedent, however, from which they could gather their exact *locus standi*, the men were not inclined to accept the arrangement, recruiting fell off, and the railway companies ceased to exist as separate units. The battalion was then called upon to form a field company. This was done eight years ago, and the movement, which was the first experiment of its kind, achieved such success that it has since been extended to other bodies of Volunteer Engineers. Shortly after its formation the company was mobilised on full war strength (52 horses and 220 men), under the present commanding officer (then Major Wood), and served for a fortnight with the Brigade of Guards, near Aldershot. Lord Methuen was then in command, and was highly pleased with the work done, and particularly with the smartness of the mounted sections of the company.

At present the field company is commanded by Captain J. Lloyd Verney. It forms the Engineer unit of the 3rd Army Corps. The men of this company are enlisted under the ordinary conditions, but they must be specially skilled mechanics, and are liable for service at twenty-four hours' notice.

Attached to the company are eight waggons and a pontoon bridging section, and in addition a full field service equipment, complete in every detail, from bridging appliances down to handcuffs, and even a humble but useful box of lucifer matches. The equipment is of considerable value, as may be judged from the fact that it is insured for £5,000.

Lieutenant-Colonel W. F. Wood, V.D., who has been in command of the battalion for the last four years, is to be congratulated upon the fact that, in spite of the numerical falling off recently observed in other branches of the Volunteer service, his command is within twenty of its complete establishment. During the past year over seventy recruits were enrolled; but, in addition to the ordinary loss of time-expired men, the battalion has to meet a further annual reduction of from forty to fifty men who find the business so much to their liking that they join the Regular Army.

It is mainly due to the personal care in selection exercised by the commanding officer that the officers of this corps are so highly suitable for their respective commands, a point which is frequently lost sight of by colonels anxious to see the commissioned ranks always full), and it speaks well for the high esteem in which Colonel Wood is held when it is stated that, in spite of four officers being away on foreign service, there are only two vacancies for subalterns in the corps at this moment.

Major Cassal, the second in command, like many other well-known officers, graduated in the London Rifle Brigade and, being one of the most eminent scientific men in the analytical world, has greatly assisted the commanding officer in all matters appertaining to the instruction and training of the corps.

Captain C. E. Dance, who has acted as adjutant for the past three years, began his military career at the age of thirteen as a member of the cadet corps attached to the London Rifle Brigade. He rose to be a sergeant in the Brigade itself, transferred to the 1st London Engineers, and five years ago became junior captain of the field company. He passed first out of the forty officers at the Chatham School of Military Engineering, and on the outbreak of the recent war was seconded and appointed adjutant. He is closely identified with the cadet corps at Reading School, one of the few of our public schools whose cadets are attached to a "Sapper" regiment. With a total service of a little under twenty-two years, Captain Dance is probably one of the youngest of the Volunteers who wear the long service medal.

This officer, by reason of his sound knowledge of drill and musketry, added to the encouragement that he has given to all branches of athletics, has greatly helped to maintain the corps in its high position, and his large experience and influence with all classes of working men has assisted the commanding officer in obtaining the right stamp of recruits. Being one of the leading authorities on infectious hospital construction and sanitation in the field, his services in regard to camping arrangements are considered valuable.

In addition to the adjutant, the permanent staff consists of a sergeant-major and four sergeant instructors.

Sergeant-Major Johnson is a well-known rifleman. He was champion shot of the Army on two separate occasions, 1882 and 1886, and twice won the Army and Navy Cup at Wimbledon. In 1881 he carried off General Eyre's Prize and the Army Sweepstakes. In a branch of the Service where shooting is optional, Sergeant-Major Johnson is admirably fitted, both by experience and enthusiasm, to instil a "shooting spirit" into the men, and to put as many of them as possible through their musketry courses. The consequence is that the corps possesses a good many sound shots.

In conclusion, we must refer briefly to the services, by no means slight, of the members of the corps who went to South Africa. They numbered three officers and 180 men. Although these were scattered all over the area of operations, a large number were employed in laying on the new water supply to Bloemfontein Hospital, in building blockhouses, and carrying out railway repairs. Five men were killed and four died from disease. And to back up the afore-mentioned aspirations to "ubiquity," many of these gallant sappers came back to their regiment with four, and even five, bars to their medals.

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A TOOL-CART.

Containing equipment for the Service Company.

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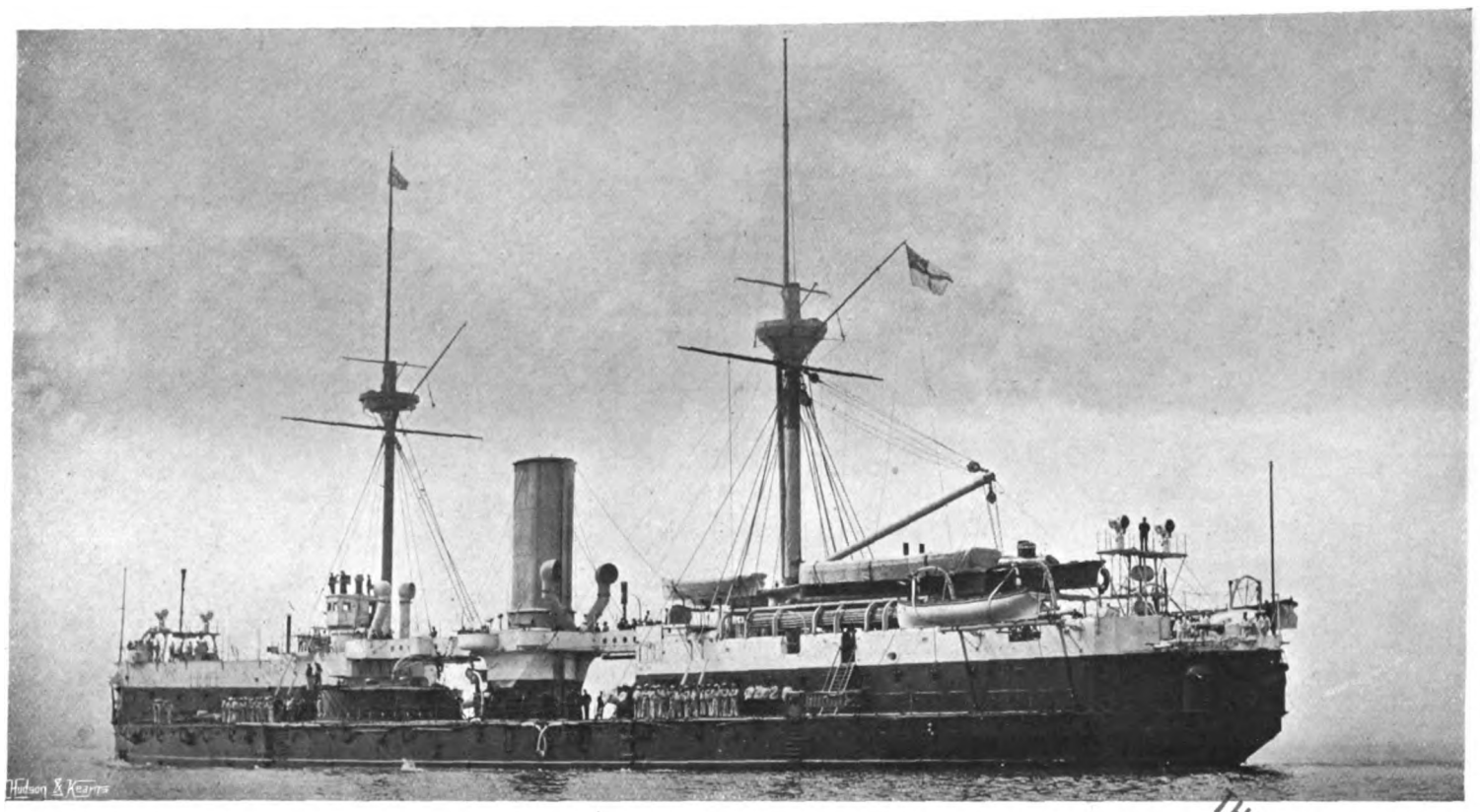
BRITANNIA'S SCRAP IRON.



THE OLD "AGAMEMNON," WHICH HAS BEEN SOLD BY PUBLIC AUCTION.

This vessel, which was launched in 1879, and completed five years later, has been bought by a Broad Street broker for a Hamburg firm, but since the vessel is to be broken up in England within two years, this transaction has not only great significance. There have been three "Agamemnons"—the first was Nelson's ship in the Mediterranean in 1793, the second took part in the expedition to the Sea of Azov under the flag of Sir Edmund (afterwards Lord) Lyons, and the one which has just passed out of the Service, after having been nearly ten years out of commission.

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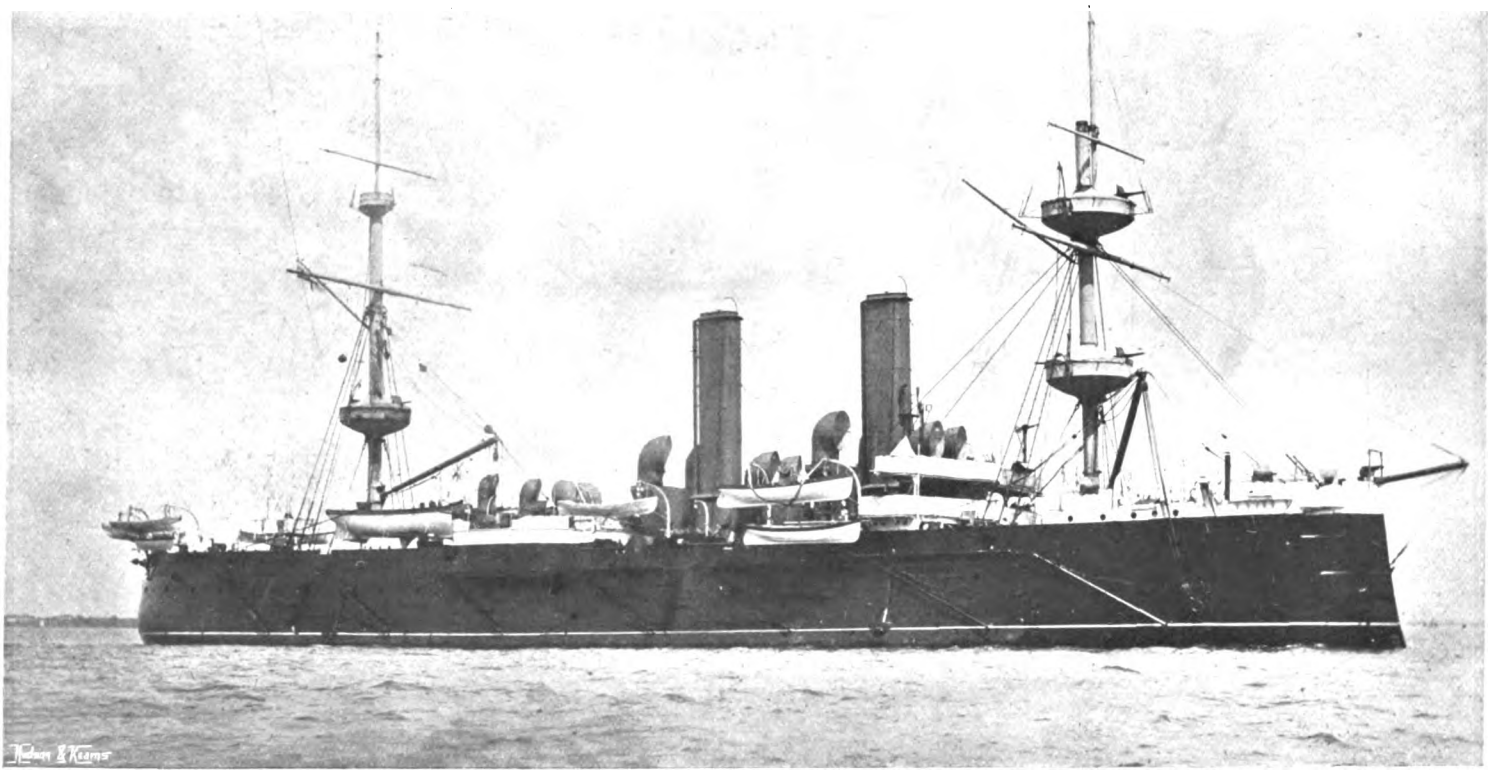

Photos. Copyright. *Symonds.*

THE OLD "SULTAN," ONE OF THE LAST OF SIR E. REED'S SHIPS.

The history of the present "Sultan," which has beyond a doubt seen her last active service commission, is, of course, remarkable for the fact that she was under water for nearly a year, and was yet raised and made seaworthy. It will be within the memory of all our readers that she was stranded on a reef in the Camino Channel while looking for a lost torpedo, and in the rough weather which ensued she slipped off, and sank in deep water. Although she had been given up by the Admiralty, an Italian firm offered to salvage her, and did so at considerable expense. The vessel was then reconstructed, but has never been fit for anything since. She is not on the Sale List at present, but is sure to find her way there soon.

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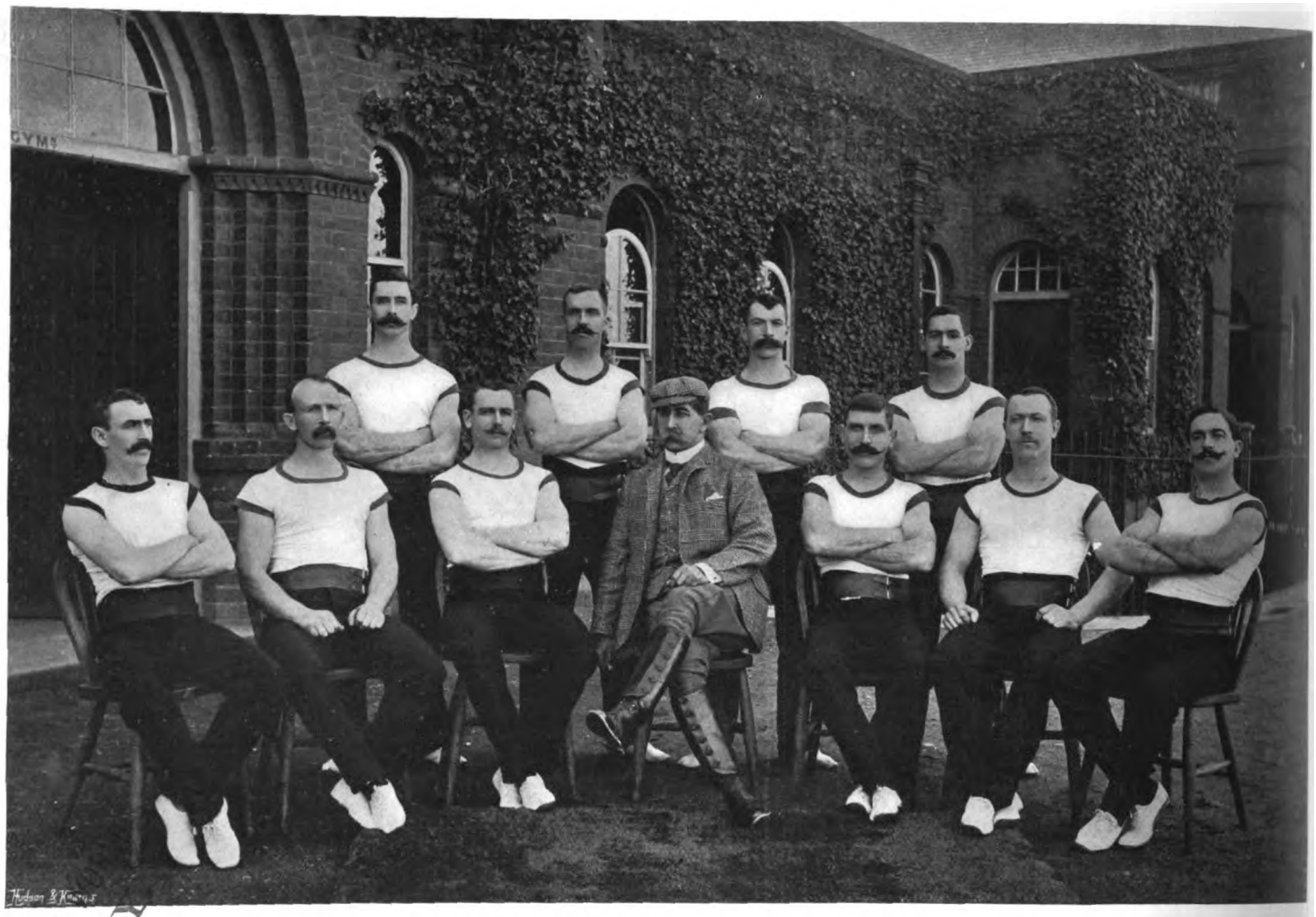
THE MAKING OF THE SOLDIER.



ALDERSHOT GYMNASIUM STAFF.

Colonel the Hon. J. Scott Napier, Sergeant-Major J. Betts, and sergeant-instructors.

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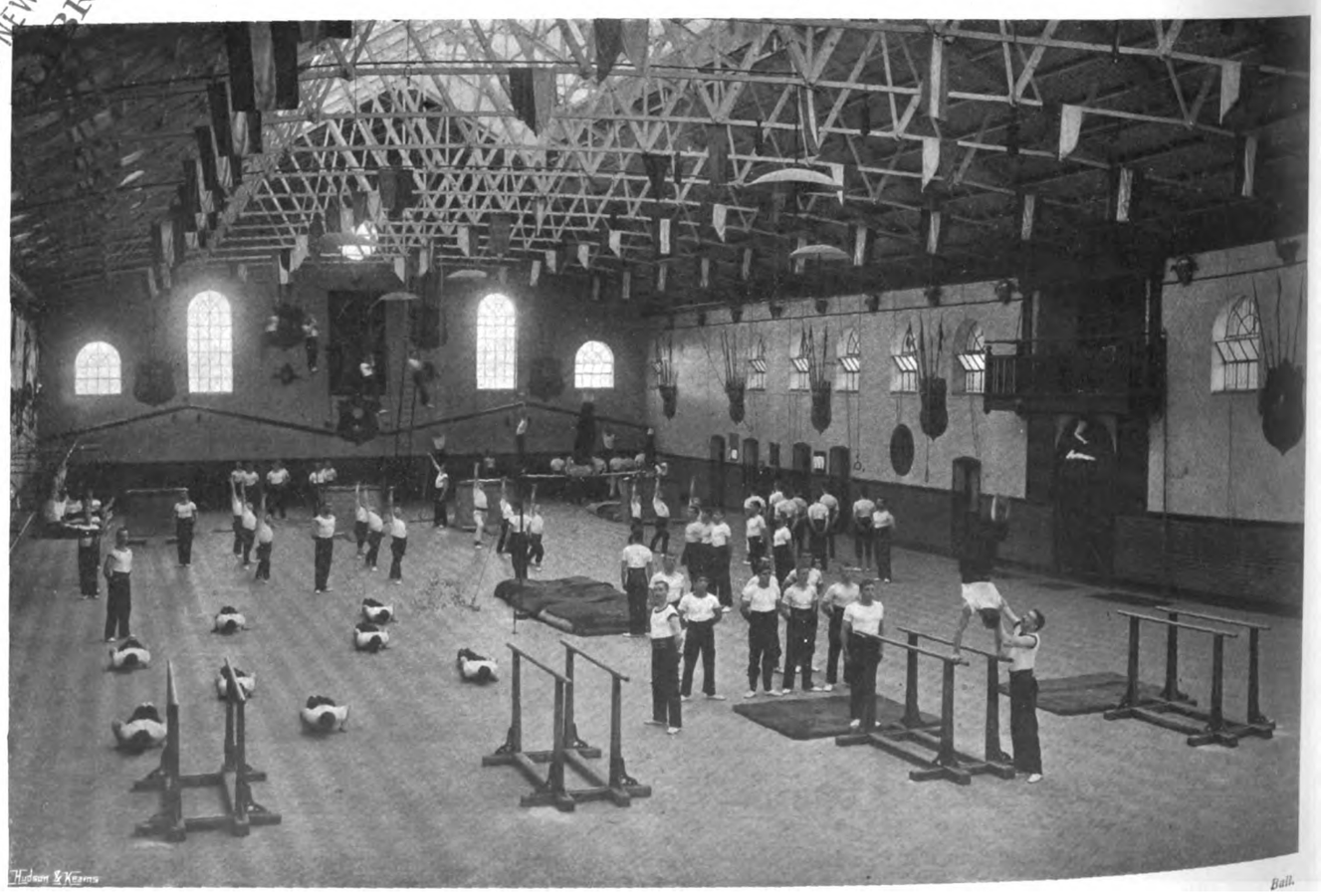

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IN FULL SWING.

Classes undergoing instruction in the gymnasium, Aldershot.

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HEALTHY RECREATION.

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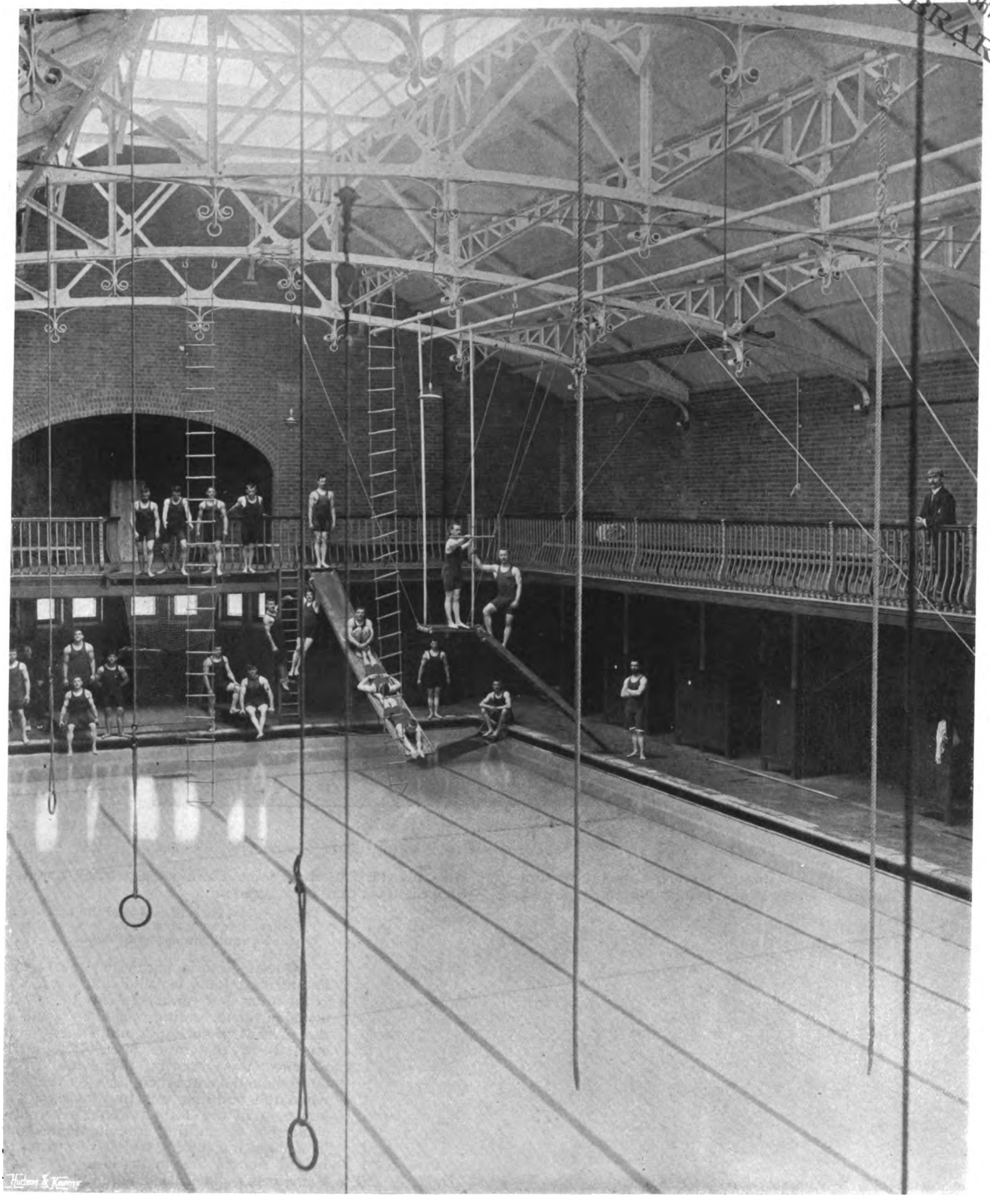

Photo. Copyright. *Ball.*

MILITARY WATER-SPRITES.

The soldiers' swimming-bath at Aldershot.

There are few, if any, more useful and wholesome pastimes for the soldier than bathing, especially if this be accompanied with expert instruction in the art of swimming. For not infrequently "in the course of business" is the ability to swim a most valuable military qualification, a fact brightly exemplified in Kipling's amusing story "The Storming of Ling-tung-pen." Wherever facilities exist the military authorities always encourage bathing exercise, and at Aldershot they have built a splendid swimming-bath, which, it is needless to say, is very freely patronised by the men of the 1st Army Corps.

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KING EDWARD'S GIFT TO THE NATION.

A CONVALESCENT HOME FOR OFFICERS OF THE SERVICES.

THE entrance to the Osborne Estate, Isle of Wight, is about one mile from the town of East Cowes. Cowes is situated on opposite banks of the Medina River, being distinguished as East and West Cowes, according to its geographical position with regard to the river. It is chiefly remarkable from the fact that it is a great yachting centre, and the headquarters of the Royal Yacht Squadron, the premier yacht club of the kingdom. The roadstead during the season, which follows Goodwood, is always crowded with yachts of all kinds and classes, insomuch that it requires great ability on the part of the crews of the paddle steamers, which afford communication with the mainland ports of Southampton and Portsmouth, to thread their way through the maze.

It was feared that, owing to Osborne being no longer a Royal demesne in the strict sense of the word, Cowes would lose some of its former attractiveness, but the King's gracious consideration for the wishes of his subjects in presenting the estate to the nation, as a memorial to Queen Victoria, will far more than counterbalance this. Indeed, no decision of our Sovereign has been more in keeping with the desires of his people than the one that Osborne, which was essentially the home of Queen Victoria, should for ever after remain a monument to the grandest life in history.

QUEEN'S GATE.

The principal entrance to the Osborne Estate.

OSBORNE HOUSE.

Showing pavilion building on right (with flag tower), main wing in centre, and clock tower on left.

The Yacht Squadron Club House stands on the site of a circular fort erected by Henry VIII., in 1537, to protect the town from invasion, to which it had, in former years, been frequently subjected by the French. It is known that a similar fort was also erected on the eastern bank of the river, but all signs of this have long disappeared.

There is little doubt that the town obtained its curious name from the fact that the islanders, whose first introduction this was to such methods of warfare, likened the noise made by the discharge of the cannon to the bellowing of cows; certain it is that until a comparatively recent period the place was known as East and West Cow. The following is Bishop Gibson's translation of some Latin verse written about the time the forts were introduced:

> "The two great cows that in loud thunder roar,
> This on the eastern, that on the western shore,
> Where Newport enters stately Wight. . . ."

Queen Victoria purchased the Osborne Estate from Lady Isabella Blachford, a few years after her marriage in 1840. The mansion then standing was demolished, and the present picturesque and stately edifice erected on the same site. The Prince Consort was greatly interested in the designs, and spent much time on the works when the building was in progress. The house is in the Italian Renaissance style, somewhat resembling Buckingham Palace. The imposing towers, which rise to a great height above the main buildings, are a conspicuous landmark for many miles round.

The pavilion building (from which the flag tower rises) was entirely reserved by Queen Victoria, and in it the dining, drawing, and billiard rooms are situated. It was on the first floor of this block that Queen Victoria died, the windows of her bedroom being the three in the bay on the south side looking on to the terrace. The council and audience rooms are in the main wing, which adjoins the pavilion. The household wing has about the same amount of accommodation as the main wing; these two are parallel blocks enclosing a court.

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ON THE LOWER TERRACE.

A picturesque view of the "Greek Slave" fountain.

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A few years ago a considerable addition was made to the house on the north side; this new wing contains the Durbar room, in which so many dinners and other entertainments have since been given. Princess Henry of Battenberg utilised this room to stage her tableaux vivants, which she was so fond of arranging in the winter months when the Court was in residence. The room is 60-ft. by 30-ft., and 20-ft. high, very richly decorated in high relief after the Indian style. An Indian artist from Lahore was brought to England to design and superintend its decoration. The whole of the woodwork is mahogany, and the scale of the whole scheme is grand. At one end there is a gallery for musicians; this was found most useful when private theatricals, dinners, or other entertainments were given.

The main and household wings will in future be used as a convalescent home for officers of the Army and Navy; the other two blocks will probably be reserved, and portions of them opened to the public. The prayer-room, which is reached by a corridor from the main wing, is very quietly but tastefully decorated, and provided with an organ and pulpit. Services were held here every morning when the Court was in residence, the Rector of Whippingham, the Rev. Canon Clement Smith, M.V.O., one of the Canons of St. George's Chapel, Windsor, or some other clergyman, being commanded to conduct the service. The prayer-room has been built about twenty years; formerly Queen Victoria attended divine service at Whippingham Church, two miles from the house, where Royal pews are installed off the chancel.

The Swiss cottage is a most interesting and picturesque wooden erection, similar to those seen among the Alps. Each of the Royal children had a garden to keep in order here. Within is a museum, where are gathered together a very interesting collection of curiosities, obtained by different members of the Royal Family during their tours in foreign lands.

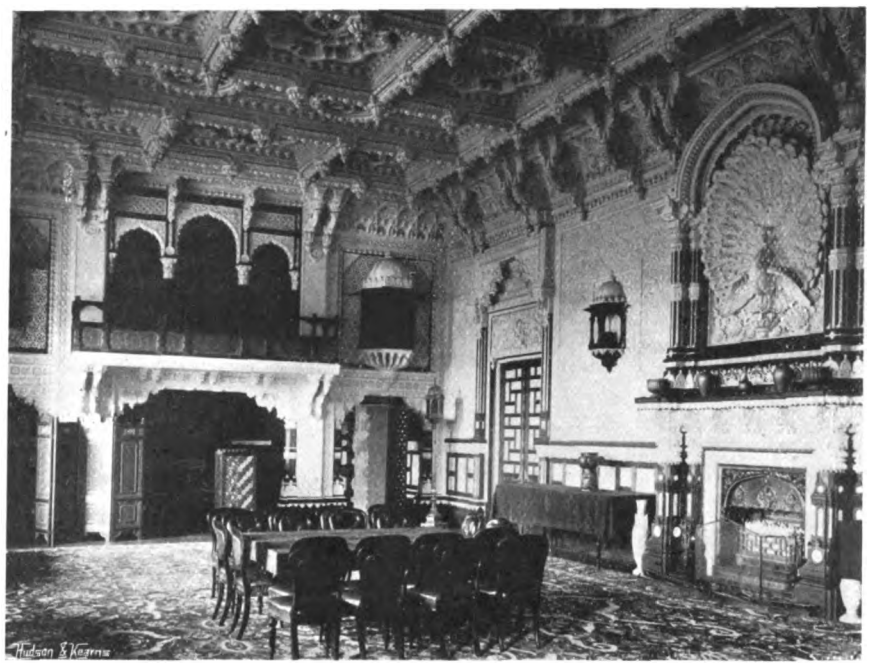
The fort originally built by our King and his brothers is still preserved and kept in good order, as will clearly be seen by glancing at our illustration.

The house usually occupied by Princess Louise, Duchess of Argyll, and known as Kent House, is detached from the estate proper, fronting the high road leading from Cowes to Newport. The house and surrounding grounds were devised by Queen Victoria to the Princess. A short way off are the cottages occupied by Princess Henry of Battenberg; they are known as Osborne and Albert Cottages, being situated about 200-yds. from each other, just within the estate enclosure, and clearly visible from the public road. These cottages, and about fifty acres of the estate adjoining, will remain the private property of the Sovereign, while the whole of the remainder of the estate, about 1,920 acres—three square miles—will be vested in His Majesty in right of the Crown. The estate will pass under the control of the various departments, in order that due effect may be given to the wishes of His Majesty when presenting the estate to the nation. The grounds of the estate are delightful, and most enjoyable walks can be obtained for nearly three miles along the shore of the Solent.

The Royal Mews, which are situated near the Prince of Wales's Entrance to the estate, have been taken over by the Admiralty for the use of the Naval Cadets, and converted into workshops, etc. A training-ship is to be stationed in Osborne Bay to accommodate the cadets when not occupied in the workshops. A short article and an illustration of this part of the grounds were given in the NAVY AND ARMY ILLUSTRATED for January 10 last.

Whippingham Church, where Princess Beatrice was married on July 29, 1885, was built almost entirely at Queen Victoria's expense in 1856-60. In it is a beautiful memorial erected by Queen Victoria to the Prince Consort, who died on December 14, 1861, and several monuments to the memory of deceased members of the Royal Family. The Battenberg Memorial Chapel, where the remains of Prince Henry of Battenberg rest, is on the north side of the chancel, directly opposite the Royal pews. A memorial to Queen Victoria, the cost of which has been defrayed by members of the Royal Family, has recently been erected in the chancel. It consists of a new reredos and rearrangement of the altar space, designed by Mr. Nutt of Windsor Castle.

THE SWISS COTTAGE.
The late Mr. Stone (caretaker) on the left.



INTERIOR OF OSBORNE HOUSE.
A view of the magnificent Council Chamber.

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BUILT BY ROYALTY.
The fort erected by King Edward and his brothers.

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A VETERAN BATTALION OF SHARPSHOOTERS.

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THE NEW STANDARD OF THE IMPERIAL RUSSIAN GUARD—PRESENTED BY THE EMPEROR IN PERSON.

The battalion of Sharpshooters of the Imperial Russian Guard may be said to be one of the oldest in Russia. It was first formed in the year 1796, and from that date onward has taken part in most of the principal operations in which the Russian Army has been engaged. The battalion recently returned from China, where it served with distinction against the Boxers. The two officers and private shown in our illustrations are wearing the China medal, which was affixed to their breasts by the Emperor's own hand. The Standard here shown was also presented to the regiment by the Czar himself, in the regimental barrack square at St. Petersburg, and commemorates the first centenary of its foundation. It has on one side, in the centre, the initial of Emperor Nicholas II., surmounted by the Imperial Crown, with the Russian Imperial double eagle in each corner, while on the sash is an inscription which reads "1796, Life Guards Sharpshooters (Lifle) Battalion." On the other side, a beautifully embroidered design is shown of the patron saint of Russia, with words around it recalling the regiment's distinguished service in 1812, when it did its full share towards driving the French Army, under Napoleon, from Russian soil. The Standard is in itself a work of art in embroidery, and will undoubtedly be well cared for by the regiment to which it now belongs.

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BRITAIN BEYOND THE SEAS.

THE system of Imperial Defence involved in the great scheme put forward by the *Times* is of such magnitude, and so subversive of existing conditions, that it is quite impossible to deal with it at all adequately from the Colonial standpoint in the space here available. But there are several considerations which must necessarily come promptly to the front in connection with such a tremendous proposition, and to these the writer invites the attention of the thoughtful reader of these notes.

"South Africa, Australia, and Canada form a line every point of which is within a fortnight's steaming of the nearest part of our military front. No distribution of our military forces can be strategically justified that does not look first and foremost to South Africa, and then to Australia and Canada, as the main bases of our Regular Army." This we may take as the main argument to be discussed in this particular article, and there will be few students of Imperial affairs who, on reading the statement quoted, will not experience a sense of satisfaction with such a clear and uncompromising declaration of military policy. To the most torpid intellect the advantages as well as the general soundness of this conception will readily suggest themselves. Here we have something definite, a distinct strategic front, represented roughly by a line drawn from Walfisch Bay to Kamschatka, and, in rear of that front, fairly accessible positions where British troops can be maintained in suitable numbers under climatic and other conditions favourable to their proper training for the purposes of modern war. Essentially, moreover, the *Times* scheme does not interfere with the present arrangements under which we garrison India—are, in fact, forced to garrison it—although its climate is not all that could be desired, partly because of internal possibilities, and partly because it is "the central point and keystone of our military position."

Attendant advantages are not slow to present themselves. First let us take the professional ones. Putting aside the strategical questions, there is immense satisfaction in the thought of our Regular Army serving for the most part in colonies where the climatic and other conditions are calculated to improve to the fullest possible extent those physical attributes which are so clearly necessary to an efficient Army. By many it will be regarded as an equally serious advantage of the *Times* scheme that it anticipates for the British Regular a system of training over broad manœuvring areas which is quite impossible at home. In South Africa, Canada, and Australia it would be easy to meet almost any requirement in this direction, and genuine "manœuvres" on an Indian, if not a Continental, scale would no longer be exceptional and doubtfully instructive occurrences.

Beyond all this, the effect upon the Colonies of the adoption of such a scheme could not fail to be very important and far-reaching. In the case of South Africa it would go far to dispel several uncertainties which still exist in the minds of those who are interested in that country. Our local supremacy would assume a different aspect if it were clearly understood that the present garrison would be merged into a permanent military establishment so strong as not only to render the prompt suppression of any sort of local agitation a very easy matter, but to allow a large margin for possible exterior contingencies. In Canada and Australia the presence of large bodies of Imperial troops would inevitably tend both to improve the efficiency of the local forces, and to pave the way for a more harmonious conception of the principles and practice of Imperial Defence than at present exists. In all three of these Colonies the *Times* scheme would assist materially those projects of military colonisation which are so fascinating to every friend of the soldier, but which are now seriously hampered by such practical difficulties as ignorance of local conditions, and imperfect opportunities, during service, of acquiring any but purely professional knowledge.

With the possibilities in the way of supplementing our home supply of recruits by hardy Colonials, which the *Times* proposition naturally foreshadows, it is somewhat difficult to deal, although there will doubtless be many to whom this aspect of the question will appear specially attractive. It is extremely difficult to see how the painfully practical question of differential pay can be settled in such a way as, first, to satisfy the home taxpayer that he is getting good value for his money, which it must be remembered would be spent on an article of which he would see uncommonly little; secondly, to satisfy the home soldier who would be living for the greater part of his service in an environment of very high wages for civilian labour; and, thirdly, to induce Colonials to forego the prospect of success in civil life for the doubtful possibilities of peace soldiering. The *crux* of the proposition, perhaps, lies here, and it is hardly to be expected that the *Times* writer will be able to dispose of it offhand to the complete satisfaction of practical minds. In any case it is wise to defer any close discussion of the Colonial admixture question until we know exactly what the soldier is to be paid whom it is proposed to plant in South Africa, Canada, or Australia, in connection with this impressive, if not altogether and conclusively convincing, scheme.

Having inserted one wedge of doubt, let us now proceed to indicate one or two other notes, at any rate, of interrogation. Is it quite safe to say, as the *Times* writer does, that his strategic front is the one indicated as governed by political conditions which are likely to prevail for a generation to come? It is easy to declare that "elsewhere we have only coaling stations which it is necessary to garrison with a small force, and Central and West African possessions kept in order by troops locally raised." It may be admissible to regard Malta as a coaling station only, but its complete dissociation from military ends and aims is a point which appears to be at least open to argument. Still more dubious seems the attitude taken up with reference to West Africa. It is increasingly probable that our possessions in this quarter may, in a single decade, have assumed very important proportions indeed. With this contingency must be reckoned the consolidation of French interests in Africa, and the reflection arises that West Africa, with only South Africa to look to for additional protection of a frontier possibly linked by rail with Algiers, would not be so secure by any means as it is now. For probably, under present conditions, one of our first moves in any difficulty with France would be to give the garrison of Algeria something besides a possible descent into West Africa to think about. It will be understood that this point is put forward purely as an argumentative one. The writer's position is that the best compliment he can pay to such a proposition as that enunciated by the *Times* is to criticise it from every conceivable point within his allotted scope, and he does not wish it to be supposed that he considers the above suggestion incontrovertible.

The statement that every point of the line—South Africa, Australia, Canada—is within a fortnight's steaming of the nearest part of our military front is a little crude, if not positively misleading. Vancouver may be within fourteen days' steaming of Kamschatka—it is nineteen days from Shanghai—but that fact has no serious strategical importance. We are not in the least likely to require to land troops in Kamschatka, and, taking everything into consideration, it is doubtful whether any substantial force from Canada could be put at any vital point on the "strategic front" in less than three weeks. This seems to qualify the *Times* statement very materially, so far as Canada is concerned.

It also brings us to another objection, perhaps the most serious that can be *prima facie* urged against the *Times* scheme from the Colonial standpoint, namely, the possible difficulty in the matter of transports. It is all very well to point first to the strategic front and then to a fine regular force in, say, South Africa, and to maintain that it will only take a few days for the latter to reach the former and proceed to business. But is it a fact that at Cape Town, Durban, Sydney, Melbourne, and Vancouver there are always numerous ships available which, at short notice, can be fitted as transports and sent forth to sea loaded with men, horses, and guns? Our home resources in this direction are fully adequate, and India can generally lay its hand on enough shipping at Bombay and Calcutta to enable it to despatch a considerable force to the westward or eastward, as may be suggested by Imperial exigencies. But it is quite another thing to take it for granted that, assuming there were trouble in India or on the Indian frontier which rendered it desirable for South Africa to send, say, 20,000 troops in prompt reinforcement, shipping could be found at once for anything like that number. And, unless this be taken for granted, what becomes of the argument that it only takes twelve days—as marked on the *Times* map—to travel from the Cape to Bombay?

IMPERIALIST

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OUR INDIAN EMPIRE.

By Captain Owen Wheeler.

THE important series of articles headed "The Problem of the Army" which has been appearing in the *Times*, is of very grave interest to students of Anglo-Indian affairs, and in India itself is likely to be discussed with a minuteness and thoroughness not always observable in home military criticism. As one who claims to be still in pretty close touch with the Army in India—a phrase which must now no longer be confused with "Indian Army"—I may venture, perhaps, to speak with some freedom as to the probable reception which the *Times* project will have at "the central point and keystone of our military position."

The first impression will probably be a hostile one, for what may be regarded as honourably selfish reasons. For some years past India has been priding herself greatly, and with good cause, on the very ready and efficient way in which she has, on several occasions, come to the military assistance of the Empire with contingents of grand quality, splendidly equipped, and despatched at the shortest notice. More recently the Indian Army has been looking forward to extended opportunities of Imperial service on the lines of the expedition to China, and the present operations against the Mullah. The proposition put forward by the *Times* is by no means favourable to such aspirations, and the Indian Army, and very possibly the British troops in India, will at first be inclined to objurgate the author of "The Problem of the Army" accordingly. For it is pretty certain that, with masses of Regular troops in South Africa, Australia, and Canada "spoiling for a fight," trouble in Egypt or China would be met in the first instance by other means than by Indian contingents. Many old Anglo-Indians—the writer included—will regard this as an important advantage, on the ground that the pitcher may go to the well once too often, and that it does not follow that the Indian garrison can always be weakened with impunity. But you cannot expect the young Indian officer, who has, perhaps, already tasted the sweets of distinction arising from Imperial service beyond Indian limits, to be immediately enthusiastic over a scheme which bids fair to curtail such opportunities very seriously.

On the broader ground of Imperial efficiency the Army in India will, I think, regard the *Times* scheme with much favour. To the Indian military man of intelligence it is probably far more clear than it is to the average officer on home service that there is a hollowness and futility about our military system, which the increase of our Imperial responsibilities and the new risks of sudden conflict at a dozen remote points with other Powers have strongly accentuated. Outsiders have the best view of a game, and the Anglo-Indian critic of home military deficiencies has the advantage of being himself part of a system which not only works well within its own limits under peace conditions, but is constructed and maintained with a view to sudden and serious war. The problem to be solved in India is not, of course, the same as it is at home, where India itself furnishes an extra problem, but it is not an easy one, and to all intents and purposes, so far as can be foreseen, the solution has been reached. The Indian Army may in certain eventualities require reinforcement, but it is as fit and ready for war as any army in the world, and it knows it is, and it also knows that the Home Army is not, and that all the paper Army Corps in the world will not make it so.

In India the improved localisation of the British Army which is suggested in the *Times* will be specially appreciated, because in that country strategical distribution has to be considered, even though on a minor scale. A distribution map of the Army in India will show at a glance that the principles enunciated by the *Times* correspondent have throughout been carefully grasped, and from one end to the other of the Indian continent troops are stationed at points either where they may be wanted, or whence they can easily and swiftly reach a strategic front. But I must not dwell on these general principles, but rather seek to anticipate more fully what India will say about the *Times* scheme from the standpoint of her own particular interests.

There are three main questions for India to consider with reference to a proposition of this kind. These are (1) the matter of reinforcement, (2) the supply of British soldiers, and (3) the question of pay.

As to reinforcement on emergency, there is no question that the *Times* plan has powerful recommendations. It goes without saying that in any great war we could not rely on being able to use the Suez Canal, but there is another reason for this besides those commonly urged. In one of those crises which have diversified the course of our relations with a certain Power, it is understood that a harmless merchant vessel flying the flag of that Power passed leisurely through the canal, and that, if certain things had happened, that vessel would have quietly sunk at a suitable point and blocked navigation in all probability for weeks. For I believe it is on record that a sunken dredger once stopped the traffic for nine days, since such an obstruction in such a waterway not only has to be blown up, but the pieces have to be picked up out of the bottom afterwards. Here we have a contingency against which the assembling of the entire Mediterranean Fleet at the mouth of the canal might not be able to guard effectually. But, anyhow, we may accept the postulate that the Suez Canal cannot be depended upon to help us in the event of wanting to reinforce the British garrison of India; and, that being the case, we must reckon the distance from England to Bombay at not less than, say, thirty days—the *Times* says thirty-three, but I think three days might be saved on that.

Of course, as compared with this, a twelve days' journey from the Cape, and eleven days from Australia, indicates a grand improvement, one which would probably meet all requirements. But I do not suppose that bald consideration of this fact will induce India to urge the immediate and entire acceptance of the *Times* project. In common fairness to the present system it must be said that it is not necessary to destroy it root and branch in order to effect a gain in Imperial security so far as India is concerned. The *Times* acknowledges that for many years we are not likely to require less than 25,000 men in South Africa. Assuming very serious trouble indeed in India, a reinforcement of from 20,000 to 30,000 British troops might be required. Well, even under existing conditions it ought not to be difficult, if a proper scheme of embarkation were in existence, to send off 10,000 troops to India from South Africa at once, 25,000 being in the meantime despatched from home, 10,000 to replace the South African contingent, and the remainder to go on to India, where they would probably arrive as soon as they were wanted. Meanwhile, too, we may be quite sure that Australia and New Zealand would be ready with offers of contingents of a class that would be extremely useful in the event of any internal disturbances in India. I do not say for a moment that this would be so sound a method of reinforcement as that advocated by the *Times*, but I see no necessity to exaggerate our present insecurity, and I anticipate that, if anything in the nature of a compromise ensues, it will lie in the direction I have roughly indicated.

So far as the quality of the British troops supplied to India by the Home Army is concerned, India has probably a great deal to gain by the adoption of the *Times* scheme. Under present conditions no British soldier is supposed to go to India until he is twenty years of age, but, as a matter of fact, owing to false ages given on enlistment, thousands must have gone out at nineteen, or even younger, and of these hundreds will have died of enteric or have become hopelessly non-effective in other ways. It is not so many months since, moreover, a batch of youngsters sent out to India was found to be so scandalously unfit for service that it was put on board a transport and sent back. India naturally objects strongly to the worry and expense caused by these bad bargains, for she pays very handsomely indeed for all the British soldiers she gets, making large "appropriations in aid" of several Army votes as her share of pensions and other expenses. Consequently she would, of course, be thankful to get, instead of a weedy youngster of nineteen, who has had perhaps a few months at the depôt and a few months more with a weak battalion in a home station, a well-set and trained soldier with, perhaps, a couple of years' experience in South Africa or Australia under conditions calculated both to improve him physically and to sharpen his intelligence.

But, though India would doubtless be glad to get better value for her money, I doubt whether she will care to pay more than she does at present for a garrison of equal numerical strength. She demurred considerably to the increase of pay given by Mr. Brodrick, and, if the *Times* plan were adopted on the basis of giving the British soldier in South Africa, Canada, and Australia pay at rates governed by those of Colonial wages, India would infallibly "kick," and would probably agitate for a local long-service Army forthwith. That it would pay India to "make its own arrangements" is possible, but that is a story which must be held apart from the present discussion.

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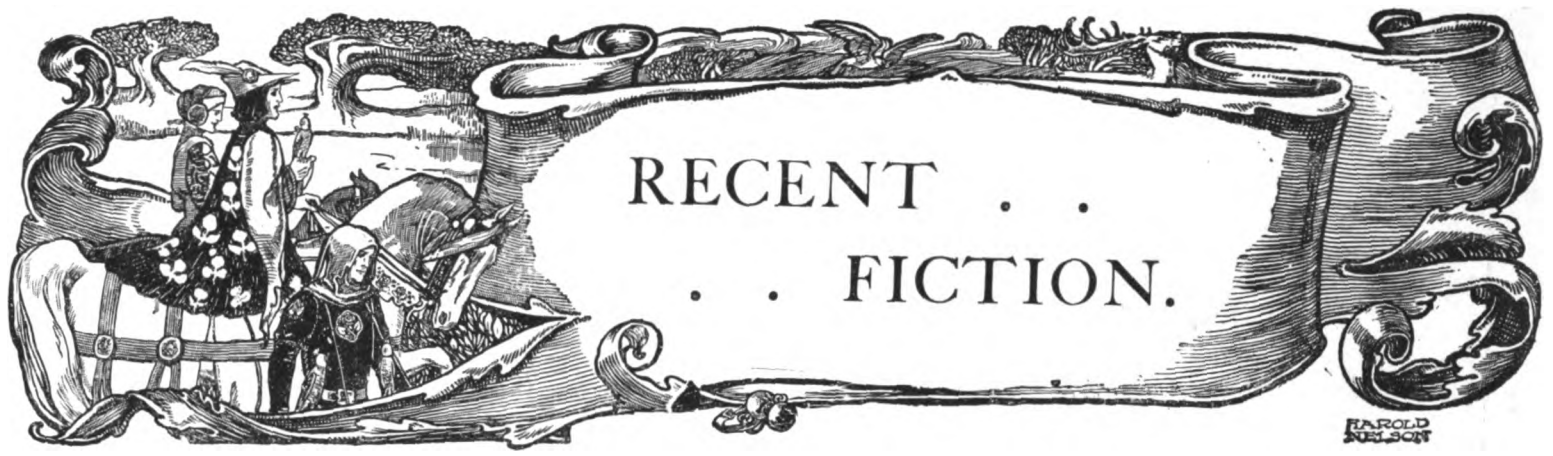

THERE are the makings of a very good story in "The Last Alive" (Grant Richards, 6s.), but the plot is worked out with a carelessness which we think has not been noticeable in Mr. MacLaren Cobban's previous books. In grim and almost fiendish humour Grant Granville makes his will on his death-bed, leaving his millions to the one of his five friends who shall be alive at the end of fifteen years, knowing well that they would all be ready to use any means of getting rid of the others in order to be the only survivor. The old man's secretary shows himself the most wholesale murderer, and in spite of many impossible situations his adventures provide some very sensational reading. It is hardly necessary to say he does not get the millions. The best drawn characters are the two kidnapped children.

In "The Course of Justice" Mr. V. L. Whitechurch has depicted some very charming and interesting characters. There is a hard, old-fashioned farmer, whose object is to oust the squire, and with this purpose he sends his son to Cambridge, only to have him return home a Socialist, with no intention of carrying out his father's wishes. How the farmer ruins the squire is very ingeniously told, but the former's repentance is too violent and much too wordy. The canon is a fine study of a man who bases his Christianity on a knowledge of human nature, and the three female characters are delightful in their separate ways. (Isbister, 6s.)

The three stories in Mr. Francis Prevost's new book, "The Plague of the Heart," show a fine power of analysing emotions. The first of the three, "The Siege of Sar," is by far the best. The hero is a soldier every inch, a strong character, possessed of force of will, courage, and devotion to duty in a remarkable degree. The story is woven round an episode of frontier life in India, and the escape of the little band of English residents from the Fort of Sar is very vividly and dramatically described. It is a delightful story, and the title evidently has a double meaning. (Ward, Lock, 6s.)

"The Daughters of Job" had a father who was a china maniac, and the indulgence of this hobby naturally crippled the funds for housekeeping and other expenses, so the girls made up their minds to turn out into the world and make money for themselves, which they did in various ways and with more or less success. Their adventures are amusingly described by "Darley Dale" (Everett, 6s.)

It is not every young engineer who can throw up a good position to go round the world in a pleasure yacht in search of the girl he has dreamed about; so Mr. Drewitt was a very fortunate young man to meet with such a friend as the American millionaire Gallegher, one of Mr. W. L. Alden's finest character sketches. In spite of some highly improbable situations there is plenty of amusing reading in "Drewitt's Dream" (Chatto and Windus, 6s.)

"Hidden Manna" (Heinemann, 6s.) is one of the most powerfully written and deeply interesting books we have met with for some time, and the reading public should be grateful to Mr. Dawson for giving them such an insight into the manners and customs of Moorish life, especially at a time when all eyes are turned on Morocco. It is not too much to say that Mr. Dawson must have been a Moor himself to have obtained such an intimate knowledge of the country and its inhabitants, which are here depicted with a marvellous accuracy of detail. Every line shows the scholar's love of his subject. It would be impossible to meet with a finer character than the young Ben Hassan, while the devotion of his M'Koddem Cassim reads like a delightful fairy tale. The book altogether is of intense interest, and points a moral which is summed up in the final "God save us all from mixed marriages."

It is a generally recognised fact that John Strange Winter is at her best when describing what may be called upper middle-class life in a cathedral city, for she is then most convincing and always readable. Her latest book, "Uncle Charles" (Hurst and Blackett, 6s.), is no exception to the rule in this respect, but it differs from most of her previous ones, inasmuch as there is very little of the military element, which has always been such a prominent feature. By far the best character in the book is Mrs. Devereux, which only suffers from being a little overdrawn.

The story of the Franco-German War, as told in "Under the Iron Flail" (Cassell, 6s.), will appeal forcibly to readers whose memory of that bitter and terrible time must still be very vivid, and will prove of the deepest interest to those of a younger generation who have only heard or read of the awful sufferings endured during the siege of Metz and afterwards of Paris, and the still greater horrors of the Commune; for Mr. John Oxenham has given some very forcible and realistic war sketches, with which are interwoven pleasant descriptions of life in Brittany and two delightful love stories, the heroes being two young English doctors and the heroines a French and a German girl, both charmingly drawn characters. The intrigues of a Jesuit priest form an important and almost predominant element in the book, but there is no exaggeration, as anyone who lived in Brittany during the seventies knows, for no one could fail to see the hatred of the Jesuits by all classes. Even the devastation caused by the Prussians hardly roused such bitter feeling. We heartily recommend this book to all classes of readers, for although the story is a long one, it is of unfailing interest, and there is not a page one would willingly miss.

In "The Vision of Nehemiah Sintram," by J. Wilkie (Elliot Stock, 2s. 6d.), the narrative takes the form of a vision received by a man of science, who, on the occasion of a holiday, descends a coal mine. Fallen into a trance, he is shown a universe where vice and not virtue is the ruling motive; a converse kingdom to that usually conceived. The end is revolution. An interesting little study, well written.

In "The Other Man" (Hutchinson, 6s.), Mr. Martin J. Pritchard takes us back a hundred years, and in a very interesting story shows how the young men of that period sowed their wild oats. The young hero, Wilfrid Tahourdin, loses everything in one of the many gambling clubs that were so prevalent at that period, and when the crash comes finds himself not only penniless, but, as a natural consequence, almost friendless. When affairs are at their darkest a friend of his college days offers him a country living, which he eagerly accepts, and strives to justify the change in his position. There is a disturbing element in the form of a young and charming ward, Pensée Hamilton, who, attracted by the superficial graces of the villain, Osmond Deveruex, meets with some terrible troubles before she realises the sterling worth of her guardian. The book is well written, and the characters generally speak and act naturally.

Messrs. Methuen have often produced charming children's books, but few of them are superior to "The Visit to London," by F. D. Bedford and E. V. Lucas (6s.). In it every phase of life in London likely to be of interest to a child is treated pictorially and in verse; and some of the descriptions of the places visited by Dorothy, Winifred, and Theodore are most amusing. Thus the Whispering Gallery of St. Paul's:

"They whispered in the gallery,
Confiding to the stone
Nonsensical inventions
It never need have known."

And so on all through the book, particularly about the "Tube," which Uncle Digby calls the "Rabbit Railway." It should certainly be in every child's possession.

Mr. Guy Boothby generally introduces some blood-curdling scenes into his books, but the interest and amusement are so cleverly interwoven that one always looks forward to his stories with pleasure. "Countess Londa" is one of the best we have read for some time; it is a clever, amusing, and, with a few exceptions, natural story, showing how even a prosaic house and estate agent may have very romantic and tragic incidents introduced in the course of his business or (we beg his pardon) profession. The book is eminently readable and exciting without being too thrilling, and should be heartily welcomed by all readers. (F. V. White, 6s.)

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SAALBERG FORTRESS, NEAR HOMBURG.

THE FINSTERMUNZ ON THE STELVIO ROAD, TYROL.

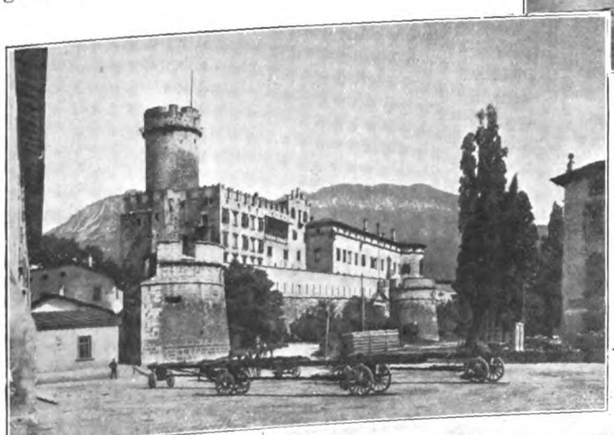
ROUND THE WORLD.

SOME TYROLESE WINTER RESORTS.

FROM all parts of the Continent, not even excepting the Riviera, come reports of the severe weather which has been experienced this winter. On this account many of the regular *habitués* of the sunny south have put off their departure, feeling they are as well, if not better, off in their own homes so long as the weather continues in its present unsettled condition. For no matter how comfortable one's winter quarters may be, one certainly does tire of being compulsorily shut up in a hotel for any prolonged period, such as has been the experience of not a few visitors recently returned from Norway and Sweden.

But it is astonishing what charming weather visitors in the Austrian Tyrol have experienced all through this trying winter. Both Innsbruck, the capital of Tyrol, and the charming town of Meran—not to mention Salzburg and Bregenz on the Bodensee—appear to have been very gay all through the winter, and a correspondent who had the good fortune to participate in the splendid

TYROLESE TOYMAKER'S CHALET.



A STREET IN TRENT, SOUTH TYROL.

Christmas dinner given by Herr Landsee at the Tirolerhof, describes the spread as quite princely. Skating, sleighing, tobogganning, and the highly fascinating amusement of ski-ing are now in full swing, while the splendid tobogganning run close to Innsbruck, which we have heard experts declare to surpass even that at Davos, is kept in a manner beyond reproach. Given a continuance of the present great influx of English and American visitors into Meran—many having purchased villas and castles and become permanent residents—it would appear that the time is not far distant when English will be the prevailing tongue.

Although Switzerland continues to attract such great numbers of visitors every year, there can be no gainsaying the fact that the Austrian Tyrol is fast threatening to become a dangerous rival. In the Tyrol there are hotels to be found equal in every way to the best in Switzerland; for example, the two palatial establishments in Meran, named respectively the Meranerhof, with a lovely park attached, and the Archduke Johann, so admirably suited for family residence. One of the greatest charms about Meran, apart from its delightful climate and scenery, is that it is seasonable at all times of the year, and is, indeed, particularly beautiful just as spring begins to break.

For the lover of mountain air and mountain scenery there is no more charming spot in the whole of Tyrol than the go-ahead little town of Kitzbühel. The ascent of the Kitzbühler Horn, a mountain 6,000 ft. high, may be accomplished with little fatigue on horseback. Those who have spent a winter at Mrs. Allen's charming castle *pension* speak in the highest terms of the comfort and convenience of this establishment. We understand that a large new hotel is about to be opened in the course of the year.

Concerning the winter climate of Innsbruck, the gay capital of Tyrol, Lieutenant-Colonel Keegan, M.D. (late of the Indian Medical Staff), wrote to a contemporary: "My attention having been drawn to certain statements in a recent issue of your "Travel Talk" regarding the climate of Innsbruck, it has occurred to me that an expert's opinion of the meteorological conditions of this delightful winter health resort would be of service to those of your readers who are thinking of spending a winter abroad. The meteorological tables of Innsbruck having been placed at my disposal, and after a careful study of them, I have no hesitation in stating that this climate, from October until April, is essentially bracing, dry, and exhilarating. Having superintended meteorological observations in India for many years, and having paid some attention to the science of meteorology, I am competent to give an opinion on this subject. It is not necessary therefore to support this opinion by entering into details which would weary the patience of your readers,

THE TOWN OF BREGENZ.

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such as the relative numbers of clear and cloudy days, the maximum, minimum, and mean temperature of the winter months, and I would state that the characteristic meteorological condition of the winter months of the capital of Tyrol centres in the dryness and crispness of the air."

That Lieutenant-Colonel Keegan believes in his own words is supported by the fact that he has now actually settled down with his family in the town the climate of which he so strongly praises. But he is not the only military man who has selected the mountain capital as at least a partial residence, for here we have Colonel Addison, R.A., whilst Captain Cross, R.N., has purchased the Castle of Frost in Meran, and lives there with his wife, who has already proved herself such a charming hostess and entertainer among the English colony.

A long-felt want has recently been supplied in Innsbruck by the establishment of a boarding-school for young ladies. With the excellent climate and exceptional educational facilities which the Tyrolese capital offers, Miss Winter, the principal, should have little difficulty in keeping her school well filled.

Those who do not indulge in winter sports, but prefer a mild sunny climate, should visit Arco, near the lovely Lake of Garda. It is an exceedingly pleasant spot in winter and spring, the especially favourable climatic conditions which this little town enjoys being shown by its flora. Plants which are as a rule only seen growing down by the Mediterranean coast flourish here side by side with alpine and sub-alpine plants. The olive tree, which is also a most trustworthy indication of a mild climate, flourishes in the Arco Valley. The walks among the olive groves are delightful, and remind one of Mentone and other favoured spots on the Riviera. In South Tyrol there are numberless small lakes, the scenery of which vies with that of the famous Italian lakes. One of the most important of these is the Lake of Garda, on the northern end of which the town of Riva stands. The upper part of the lake lies between high perpendicular mountain masses, whose bare sides sink sheer down into the water. Riva, which is the most southerly town in Tyrol, possesses a mild climate and some of the finest scenery in the Tyrolese Alps. There is a first-rate hotel with gardens running down to the edge of the lake. The Lido Palace Hotel, as it is called, is equipped and arranged in the most luxurious and artistic style, and contains upwards of seventy rooms. Besides a lovely park, there are rowing and sailing boats for the convenience of visitors. The temperature of Riva in midwinter only differs by two degrees from that of the Riviera.

Curling, a sport which at one time belonged exclusively to the Scotch, now finds many votaries in the Tyrol, as well as in Switzerland. On the rink at Innsbruck it is no uncommon sight to see several curling parties in progress at a time.

An Unknown Winter Resort in North Devon.

In winter or summer the charms of Devonshire are irresistible, for if the climate of the south coast be likened to the French Riviera, then that of the west and north-west, which is opposed to the full force of the Atlantic, must assuredly resemble the exhilarating air of Biarritz. Of late years Ilfracombe, the principal resort of the north coast, has become a favourite place of sojourn in winter, especially among those who dare not brave the consequences of a passage across the Channel. It is claimed for this part of Devon that the effect of a protracted visit is no less than that resulting from a long sea voyage.

But to appreciate the beauties of this charming neighbourhood to the full, one needs must leave the beaten track for a moment and explore inland. A short six miles from Ilfracombe stands the picturesque village of Morthoe, reposing among the soft Devonshire hills. The name is evidently derived from the Norman "morte" and the Saxon "hoe," a point of high ground. Among the older generation of country-folk the village is known simply as Morte. On the left side of the village lies beautiful Morte Bay, with Woolacombe Sands, the summer playground for thousands of children. To Woolacombe has recently been supplied a long-felt want in the comfortable Woolacombe Bay Hotel, whose grounds slope down to the famous sands. From Morte Point we gaze straight across to Lundy Island; below are the terrible rocks, known in ancient times as "the death rocks," which have witnessed the scene of many an awful tragedy of the sea. This is how the genius of Charles Kingsley describes the dreadful spot: "The Morte Stone, as the Normans christened it of old, does not belie its name even now. See how, even in this calm, it hurls up the columns of spray at every wave; and then conceive being entrapped between it and the cliffs on some blinding, whistling winter's night, when the land is shrouded in thick clouds and the roar o the breakers hardly precedes by a minute the crash of your bows against the rocks."

LOOKING TOWARDS WOOLACOMBE.

WOOLACOMBE BAY HOTEL.

THE OLD CHURCH AT MORTHOE.

INTERIOR OF MORTHOE CHURCH.

The great charm of Morthoe lies in its perfect seclusion from the "madding crowd." Standing in the middle of the village is the old church containing the burial-place of Sir William Tracy, one of the murderers of St. Thomas à Becket. Quaint old-fashioned houses straggle down the hillside, and the country-folk are ever the same in their hearty welcome to the stranger. For the lover of country lanes those around Morthoe are typical of Devonshire. As an excursion centre Morthoe will be found specially attractive to the pedestrian. Ten miles away, on the road to Lynton and Lynmouth, lies the quaint old village of Combe Martin, dating from the reign of Henry I. Then there is the lovely cliff walk to Lee, which well repays a visit. Barnstaple is distant but thirteen miles, while another pretty little outing can be made across the sands of Woolacombe to Croyde. Morthoe is the station for Woolacombe, the journey from Waterloo by the London and South Western line occupying six hours, with a choice of five trains daily.

QUERIES AND REPLIES.

Comfortable Pension in Naples (Enquirer).—Madame von Portugall's villa, Pension du Midi Paro Margherita, to which three new rooms have recently been added, is undoubtedly one of the most elegant and comfortable establishments of the kind to be found in Naples. It stands in a healthy situation, is central, and has a nice garden attached. It is, in fact, more like a private house than a *pension*; only a very select class of visitor is received.

Bridge-of-Allan Spa (Colonel).—The waters are of a saline nature, and have their source on Westerton Hill. They are first collected in the reservoir of an old copper mine, and then raised to the "well-house" on the shoulder of the hill, and drunk warm. First-rate baths, and reading and billiard rooms are attached to the drinking establishment, while within a short distance is the Bridge-of-Allan Hydro, one of the best and most comfortable in Scotland; terms from 7s. 6d. per day.

The Best Time to Visit Rome (Amo).—You would find the present a suitable time for your proposed trip. We understand that Messrs. Henry Gaze and Sons (of Gaze House, Old Bailey, E.C.) now offer special facilities for visiting the Eternal City. For the low price of ten guineas, which sum includes a second-class ticket to Rome and back, and a week's hotel accommodation, the visitor is enabled to see much of interest, while being afforded an opportunity of obtaining a glimpse of Genoa.

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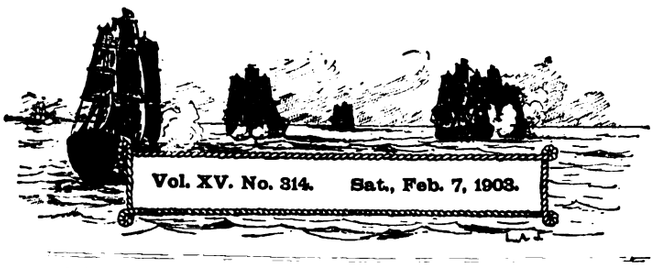

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MEMS. FOR NAVAL AND MILITARY MESSES.

WE have received from Admiral J. Moresby a letter in which he says: "As one of the few remaining officers who had the honour of serving under the late Admiral Sir William Parker, I have read with much interest the brief sketch of his life, written by Dr. Fitchett, in his book 'Nelson and his Captains.' I have fully appreciated the evident desire of the author to do full justice to the professional character of the Admiral, but I am sure he will forgive me for expressing the pain which the following paragraph has given to those who knew him. Dr. Fitchett writes with no trace of unkindness, but not sufficiently considering the delicacy of a Naval officer's professional honour in money matters. After saying 'He' (Parker) 'was a priggish youth,' Dr. Fitchett continues: 'He was as commercially minded in the matter of prizes as a Dutch merchant might have been, and constantly reckons up to his mother how much this or that particular capture will yield him. He assesses each cruising ground and cruise in turn by the question, Is it profitable or not? And most of them, it may be added, were surprisingly profitable.' Then, to prove the foregoing, follow quotations from Sir William Parker's private letters to his mother and sisters, as if it were an unusual thing to write to female relations of such material successes. That prize-money was an incentive to Naval zeal no one will deny. All Naval history proves it, but the conclusion the general reader will draw from the paragraph quoted is that in Sir William Parker's estimation the good of the Service was secondary to prize-money, a thought absolutely contrary to his character." We trust to have an early opportunity of referring to this book in our literary columns.

Colonel Horace W. Gray, V.D., who recently retired from the command of the 2nd (South) Middlesex Volunteer Rifle Corps, after forty-two years' service, will be entertained at dinner at the Trocadero Restaurant on February 12 next. Any retired officers of the corps desiring to attend should communicate with Captain C. R. Johnson, Fulham House, Putney Bridge, S.W.

There is an opportunity at present of obtaining fine table damask which should be at once made use of, as it will end in a few days. We refer to the sale now going on at John Wilson's Successors, Limited, 188, Regent Street. To those who are not yet familiar with this firm we would state that they held quite the premier position in London during the nineteenth century in Bond Street for Irish hand-woven double damask and house linens. The rare beauty of their designs, which are by Walter Crane, Lewis Day, Anning Bell, and other artists of high repute (coupled with fineness of texture and good wearing qualities of the fabric) is quite unique. Anything got at Wilson's will be not only first-rate, but good value. During this sale they offer reductions varying from 10 per cent. to 50 per cent., but this sale is now drawing to a close. The pretty sale booklet, sent free to any applicant, gives very full details, not alone of damasks and linens, but curtains, handkerchiefs, carpets, rugs, etc., and for those who have sisters, cousins, and aunts, bargains in real lace, of which they have a most fascinating collection, running from a few shillings to several pounds. We illustrate one of the damask designs, based on the "bay leaf," the net price of which, 2-yds. by 2½-yds., is 18s.; other sizes in proportion. Wilson's have all their damask made in Ireland, and insert regimental arms, crests, etc., and furnish estimates. Any mess replenishing stock or officers fitting up quarters could not do better than to write or call.

"How to Become a Naval Officer" is the title of a very neat little work issued by Messrs. J. Gieve and Sons, Limited, of 110, High Street, Portsmouth. This booklet should be in the hands of all parents and guardians who are thinking of placing their sons or wards in the Royal Navy, as it gives in concise form the new Regulations, from how to obtain a nomination, examinations, etc., to the transition period.

Which are the largest London theatres? The recent opening of the King's at Hammersmith has, it seems, raised this interesting question once more. First, of course, stands Drury Lane, and then, no doubt, comes Covent Garden; but the third foremost position is now claimed by the newly-opened King's, which can seat over 3,000 persons. As a matter of fact, Hammersmith has been known for a long time as one of the most closely built-in centres. There is, for instance, a population of no fewer than 450,000 within a mile and a-half of the site of the new King's, whilst the new system of electric tramways hard by gives easy access to Hammersmith Broadway alone to nearly a million persons. Big numbers like these naturally want big theatres; but they also serve to prove that the suburbs are increasingly dangerous rivals of the West End theatres as builders and record-breakers, as well as in capacity for business.

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MAJOR-GENERAL SIR H. J. T. HILDYARD, K.C.B.

WHO HAS JUST BEEN APPOINTED DIRECTOR-GENERAL OF MILITARY EDUCATION.

Like Sir Evelyn Wood and Sir John French, Sir Henry Hildyard commenced his career in the Royal Navy. Being transferred to the Highland Light Infantry, he embarked upon a singularly bright and honourable career of Army service, which has recently included a tour of highly successful leadership in South Africa, first of a brigade, and subsequently of the Fifth Division. Sir Henry is, of course, a Staff College graduate, and further served for some years as Commandant of that institution, which owes much to his reforming capacity and tact. No better or more popular selection for the newly-created post of Director-General of Military Education could have been made.

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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

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WAR AND . . . STARVATION.

THE first thing that strikes one about the movement to promote an enquiry into our Food Supply during War, is that it has been remarkably well managed. For some time past the way has been prepared by letters in the newspapers and occasional articles in magazines. This month brought a specially large crop of review articles upon this subject. It is dealt with in the *Fortnightly*, in the *Contemporary*, in *Blackwood*, and elsewhere. These statements of the case in favour of immediate enquiry paved the way for the statement that an Association had been formed and for the meeting which was held at Stafford House last week. That meeting agreed to appoint a deputation to wait upon the Prime Minister. On the following day several prominent members of the Association had an interview with the Lord Mayor, and asked him to call together a meeting of the citizens of London for the purpose of considering this really urgent question.

The way in which the manifesto of the newly-formed Association has been received by the Press of the United Kingdom is most encouraging. The few newspapers which take a line of their own, and therefore influence all the rest, were glad to take the opportunity of calling special attention to a subject which they have long recognised as one of great importance. The example having been thus admirably set, journals throughout the country followed it obediently enough, and the result is that the public has had the matter put before it more fully than ever before. This result is due almost entirely to the energy of one man. That one man is Captain Stewart Murray, late of the Gordon Highlanders, a far-seeing, capable and untiring officer, who has been hammering away for years past at the necessity for such an enquiry as is now likely to be made.

It is amazing that such a duty should be left to the initiative of a private person. It seems to be one of those things which it is obviously the function of the Government to look after. But we have grown so accustomed to Governments which do as little as possible, and never take up any question until they are forced to handle it by public opinion or the fear of losing votes, that we are in danger of forgetting what the ends and objects of Government really are. So far as we can tell, no Minister which has been in office during the last half century has ever set itself to consider what would happen with regard to our Food Supply in the event of an outbreak of war with other Naval Powers. Conservatives and Liberals are alike to blame. They have been so much occupied with the Game of Party, with the tricks and manœuvres by which the Outs hope to defeat the Ins, and the Ins seek to keep their places, that they have had no time to spare for looking after National and Imperial interests. There is, therefore, so far as our rulers are concerned a blank ignorance of the steps that would have to be taken, immediately war became probable, to prevent a large number of the population from either starving to death or creating wild disorder by taking forcibly what they could no any longer afford to buy.

It is perfectly certain—on this point there seems to be complete agreement—that, as soon as war broke out, the price of food would go up. Even though the Navy kept the trade routes open and secure, even before a single grain-ship was captured by the enemy, insurance rates would rise, and speculators would hold that war risks justified them in demanding an increased price for goods sent to this country. The general opinion amongst those who have taken the trouble to inform themselves of what is likely to happen, is that both bread and meat would rise to double their ordinary prices. When we consider that seven millions of the population of the United Kingdom are living on the edge of starvation already, it is easy to foresee what such a rise would mean. It would mean that these seven million people, who exist at present upon wages ranging from 17s. to 23s. a week, would at once find it impossible to support themselves and their families. To this number would be added a vast army of unemployed, for the outbreak of war would dislocate our industrial system, and very many employers would have to discharge either all or a large proportion of their hands. Unless some machinery existed for providing these people with the means of life, a cry would at once go up throughout the country for "Peace at any price." It is unlikely that our fleets will be able to get at the enemy, and to crush him, for some time after war is declared. If, in this interval, such a cry were to arise, or if the country were to be torn asunder by bread riots and desperate disturbances, our chances of carrying the war to a successful issue would, to say the least of it, be very seriously diminished.

All that is asked for at present is that careful enquiry should be made into our position. Everyone knows that we are now dependent upon foreign supplies for three-quarters of our bread, about half our meat, and all the raw material of our manufactures. Everybody knows that we are dependent for our daily bread upon the strength of the Navy. Everybody knows that if we were to fight and fail, the British Empire and the Naval supremacy of Britain would be things of the past. What can we do—this is what everybody wants to know—to make it reasonably certain that the efforts of our defenders on the high seas shall not be paralysed by the bitter cry of a starving population for an immediate cessation of hostilities? Various remedies for our present danger have been suggested, but the Association contents itself merely with asking that they may be considered either by a Royal Commission or by a Select Parliamentary Committee.

It seems to us that a far more effective investigation might be made by a small committee of the Board of Trade. Royal Commissions and Select Committees are always too large to be business-like. They always include a certain number of people who are put on to them for other reasons than their knowledge of the subject in hand. A Departmental Committee consisting of, say, three persons might get together all the information that is required in a shorter time and at far less expense than a Commission. The results of its enquiry could be placed before the public equally well, and we are inclined to think that, if the three men were well chosen, the public would be likely to pay far more attention to what they said than it would ever pay to the report of a Royal Commission. This is a matter for strictly business-like methods. If it gets into the hands of the hardened official and the professional politician, nothing will be done. There was far too much oratory of the empty House-of-Commons kind at the meeting last week. This is a matter in which very little is to be hoped for from Parliament. If any good is to be done, it must be taken up by those elements in the community which still have some idea how serious questions should be dealt with by serious people.

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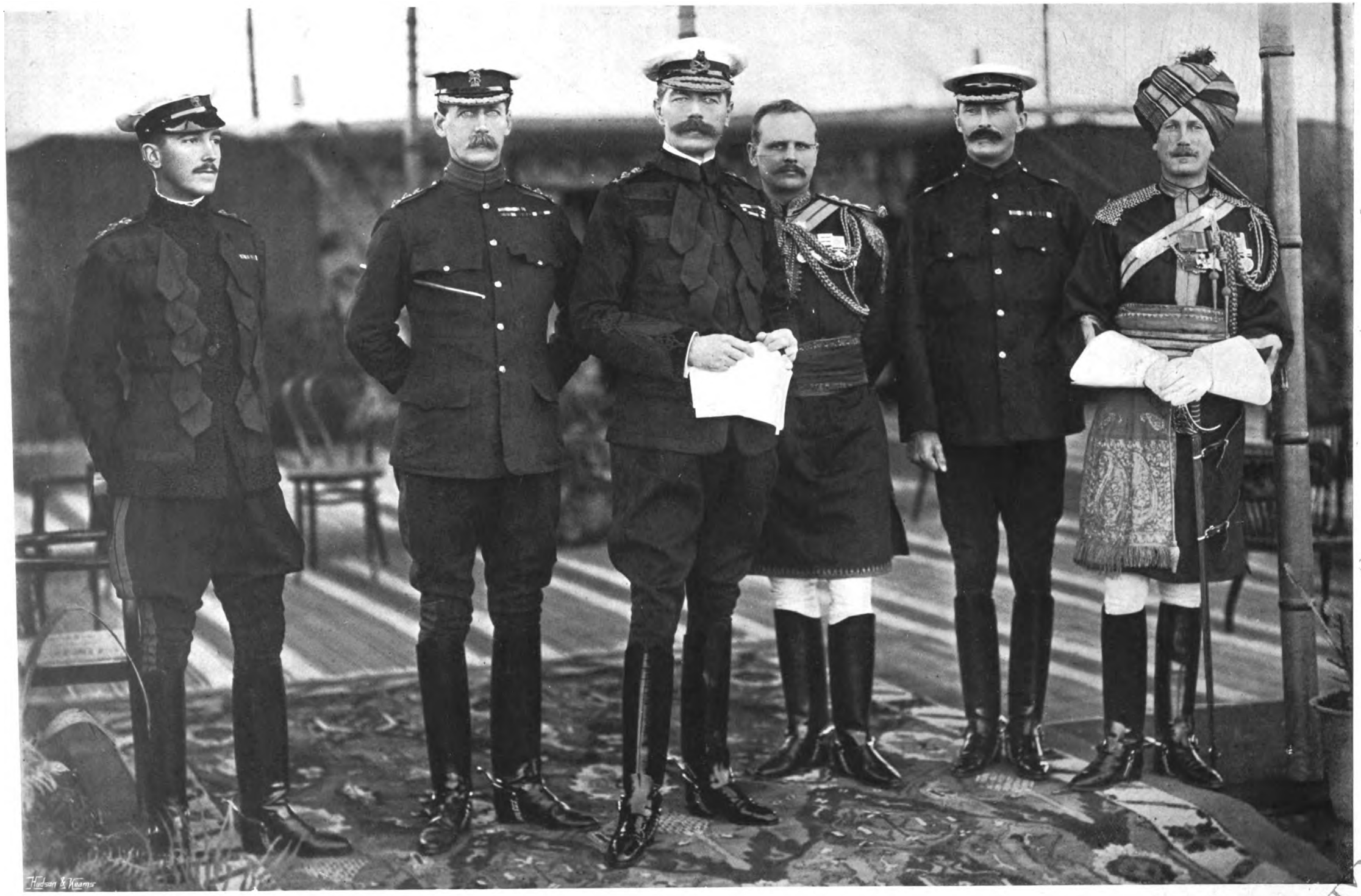

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LORD KITCHENER AND HIS STAFF AT DELHI.

Reading from left to right, omitting the officer on the extreme left, the names are: Col. H. I. W. Hamilton, Viscount Kitchener, Col. W. R. Birdwood, Major R. J. Marker, and Major F. A. Maxwell, V.C.

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HAVILDAR MAHOMED WITH HIS MAXIM.

THE SOMALILAND OPERATIONS.

WE are once more justified in calling attention, with pride and satisfaction, to the pictures we are enabled to publish in connection with the operations against the Mullah. The series which we produced in our issue of February 7, having particular reference to Colonel Swayne's campaign, is supplemented in most interesting fashion by that published to-day, and, moreover, with the aid of an officer who has just returned from the front, we are now enabled to identify several pictures previously published more closely than we could do by the light of the first information which reached us.

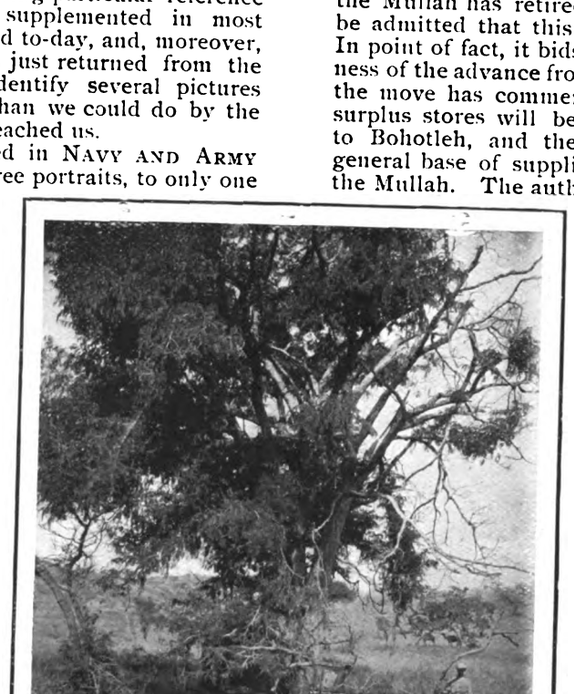
At the head of the article printed in NAVY AND ARMY ILLUSTRATED for February 7 were three portraits, to only one of which—that of Captain "Silas" Fletcher—we were able to give a name in the letterpress. We now learn that the officer "In Campaigning Kit" was Captain Dickinson, Duke of Cornwall's Light Infantry, who acted as Colonel Swayne's transport officer, the bearded veteran on his right being Captain O'Neill, whose original sketch of the Erego fight we reproduce on the opposite page. The two pictures entitled "Good Going" and "Among the Hills" represented portions of the Sheikh Pass through the Golis Range between Berbera and Burao. We are also authoritatively informed that the proper way of spelling the name of our advanced post is "Bohotleh," which signifies "the place of many wells."

In yet another picture published on February 7 two figures in "workaday kit" were included, one of which, we now learn, was Captain Dixon, West India Regiment, who, like Captain O'Neill, commanded a company of the 6th or Somaliland Battalion, King's African Rifles, the other the ill-fated Captain Angus, R.A., who was killed at Erego. We reproduce to-day a photograph of one of the two 7-pounders in charge of Captain Angus, who took the greatest pride in them, and in the efficiency of his Somali gunners. His loss was greatly felt by his comrades, by whom he was highly valued as a first-rate officer and good fellow.

The special interest attached to our picture of the fight at Erego is explained by the accompanying note. Of the remaining illustrations given to-day that showing Havildar Mahomed and his Maxim will probably attract general attention. This gallant fellow stuck most manfully to his weapon during the fight, and pumped lead into the enemy with the utmost coolness, although they were for the most part concealed by the bush, and were pouring a heavy fire into our line at 50-yds.

Some interesting developments have taken place in connection with the new expedition since the appearance of our last article. Considerable delay having occurred at Obbia through the "cussedness" of the local "Sultan," the latter has been quietly deported by the Italian authorities, a step which has had an excellent effect, and which cannot but accentuate our appreciation of the practical value of Italian friendliness in this matter. As anticipated in our last article, the Mullah has retired on the Shebeyle River, and it must be admitted that this is a very unfortunate circumstance. In point of fact, it bids fair to discount heavily the desirableness of the advance from Obbia, and it is now stated that, when the move has commenced, Obbia will be abandoned. The surplus stores will be shipped to Berbera for transference to Bohotleh, and the latter place will then become the general base of supplies for the columns operating against the Mullah. The authorities are to be condoled with on the necessity for making such a serious change in their plans, but they may also be congratulated on the promptitude and good sense they have shown in adapting the latter to the changed circumstances. At it does not by any means follow that, because the Mullah has not elected to allow himself to be caught between two fires, the advance from Obbia has been altogether futile. In any case it must have relieved the pressure on the Berbera-Bohotleh route, and has made it impossible for the Mullah to consolidate his forces within easy distance of the scene of his former success.

A 7-POUNDER GUN USED AT EREGO.



AMONG THE DOLBOHANTAS.
One of the Mullah's favourite raiding grounds.

Incidentally we may call attention to the fact that the abandonment of Obbia as a base, and the enhanced importance of Bohotleh—of which we have published several important pictures—lend added interest to the numerous illustrations we have given and are giving of the march from Berbera to the heart of the Haud.

So far, the main difficulty seems to have been that of procuring camels, but there are signs that this has been well-nigh surmounted, and there is a distinct expectation that by the third week in February the expedition will be well on its way, if it has not actually come into contact with the enemy.

Hitherto the force along the Berbera-Bohotleh line has been under the command of Colonel Swann, of the 1st Bombay Grenadiers, an officer of considerable experience and with an excellent war record. But it is possible that some change of leadership may take place at the last moment. In any case we may very possibly see a slight shuffling of the cards at no distant date, in view of the altered situation brought about by the projected abandonment of the Obbia base.

It is pleasant to be able to add that the system of War Office control under which the operations are being conducted appears to be working capitally, and that the expedition is happily relieved from several disabilities under which the force so gallantly led to Erego by Colonel Swayne unfortunately laboured.

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IN THE NOGAL VALLEY.
Showing type of country chiefly traversed.

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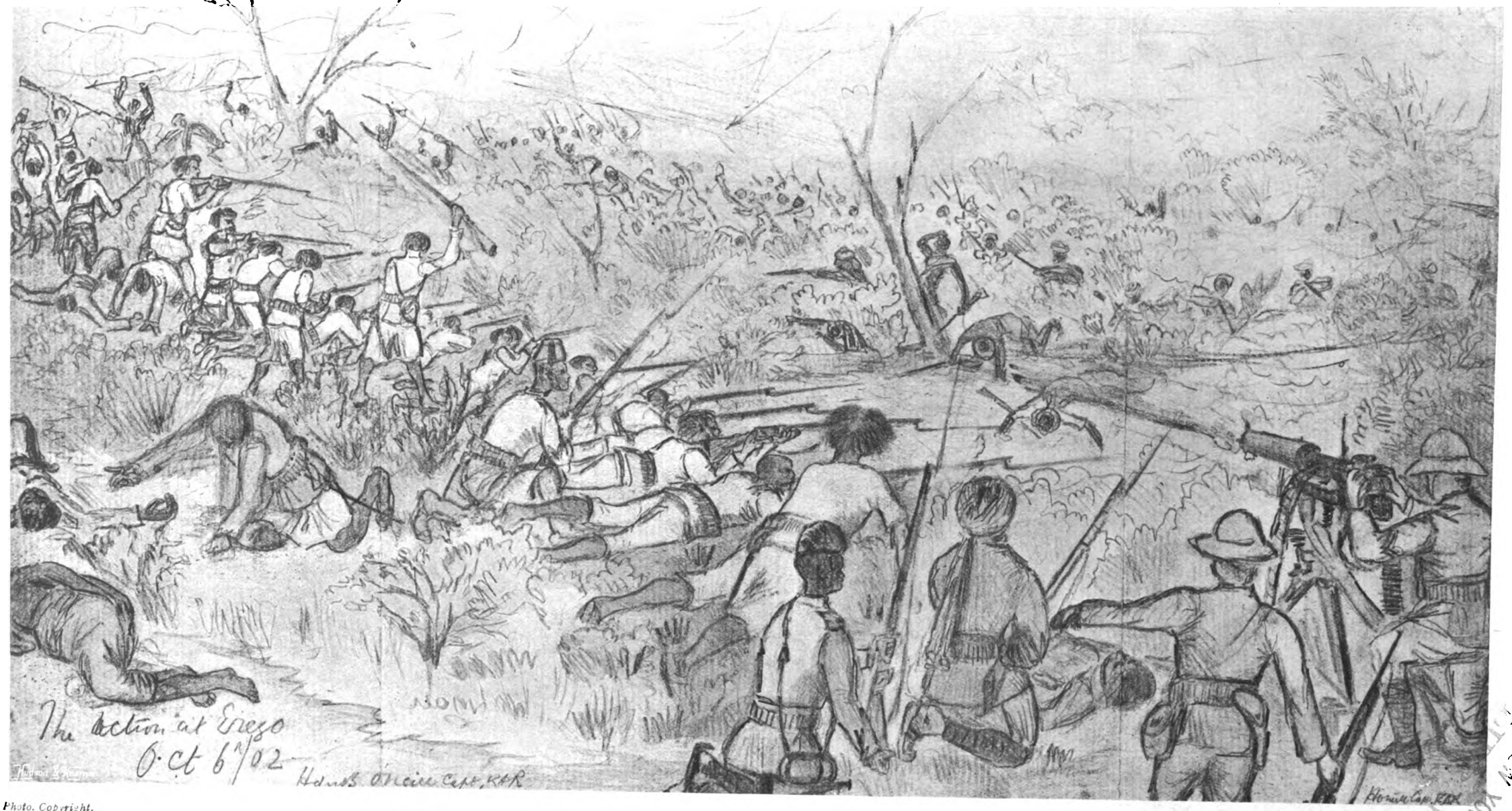

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THE FIGHT AT EREGO IN SOMALILAND, OCTOBER 6, 1902.

Fac-simile of a sketch made on the spot by Captain H. du B. O'Neill, Bedfordshire Regiment.

The above unique battle-sketch was supplied to NAVY AND ARMY ILLUSTRATED by an officer who took a prominent part in the action, and who may be seen in the picture commanding one of the Somali companies, with his Maxim in charge of Armourer-Sergeant Gibbs. It will be remembered that Colonel Swayne's expedition, while advancing in line through the dense bush, was attacked in the early morning of October 6 by an overpowering force of the enemy. The latter charged to within 20-yds. or 30-yds. of the Maxims, and succeeded in getting partially home on the left. On the right they were beaten off, and the above sketch shows a company standing firm and meeting the attack with a steady fire. Great coolness and gallantry were exhibited by Armourer-Sergeant Gibbs, whose Maxim jammed at a very critical moment, and who calmly readjusted the mechanism while the enemy was blazing away at him from the bush less than 50-yds. distant. Eventually the Maxim came again into action, and this, with the steady rifle fire of the men, caused the attack to break up.

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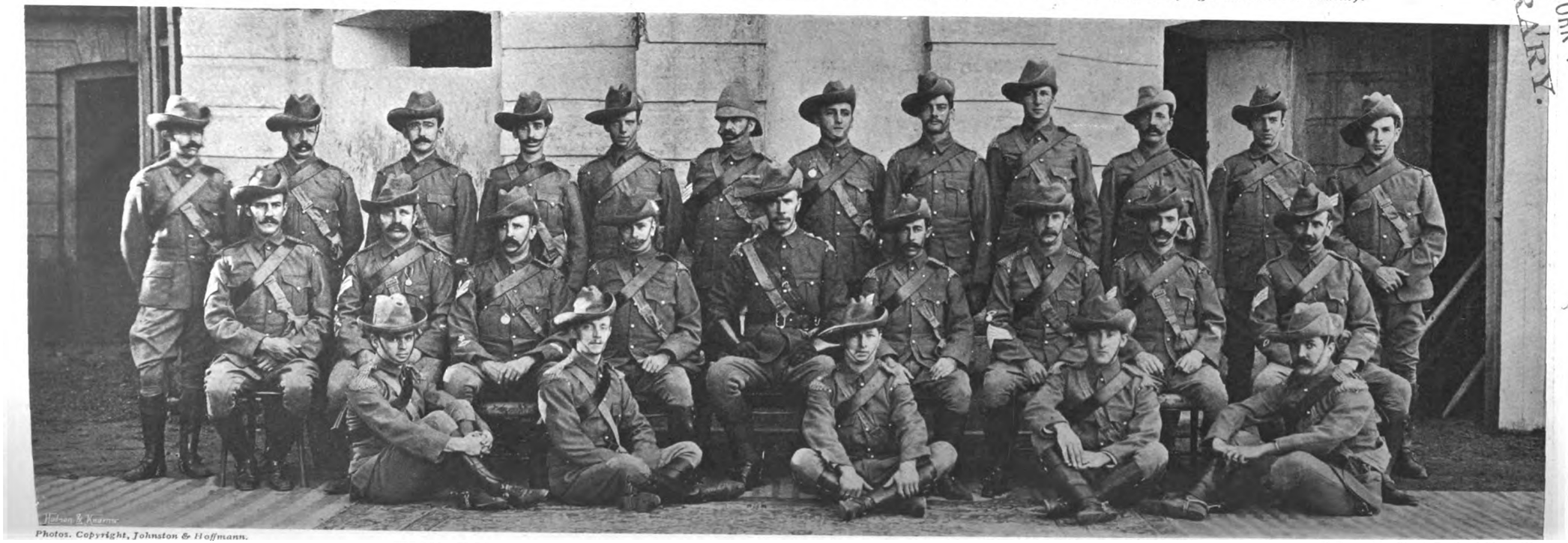
THE DELHI DURBAR.

THE MUTINY VETERANS AT THE DELHI DURBAR.

Special arrangements were made for the attendance at the Durbar of the fine old soldiers, many of whom have served in several other campaigns besides the Mutiny.



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THE DURBAR CONTINGENT OF THE CALCUTTA LIGHT HORSE.

Reading from left to right the names are [illegible]

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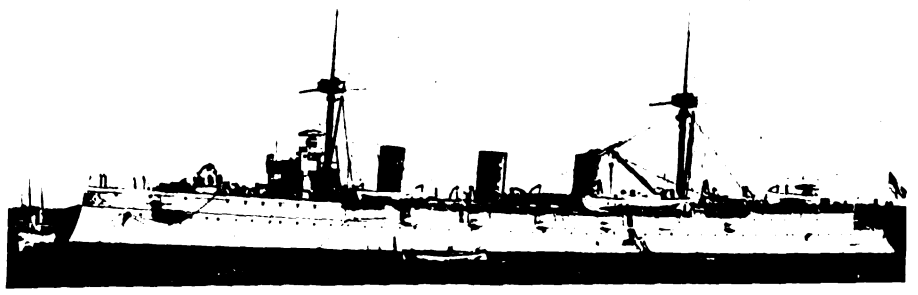

A PROTECTED CRUISER: GERMAN NAVY

AN ENGLISH TRAINING-BRIG.

THE SEA-POWER OF THE NATIONS.

A RECORD OF POLICY AND PROGRESS FROM WEEK TO WEEK.

AT the time of writing I have before me only the fifth article of the *Times* correspondent who is dealing with "The Problem of the Army," and it must be confessed that to one who regards the question from the Naval point of view, endeavouring to voice the opinion of the Navy, the article in question does cause a good deal of heart-searching, mingled with some disappointment. One had recognised that the far-seeing writer proposed some measure of home defence; he was not one of those who spread the trail of the "Extreme Naval School" across the track of controversy, and did not attribute to the "blue-water" men the doctrine which none of them hold, that the British Isles are to be undefended on the shore, and that the Volunteers are a useless burden to the country. He had laid down the necessity of an all-sufficient Navy, and had proceeded to discuss the right distribution of the Foreign Service Army, with a good deal of force and cogency, if not with absolutely convincing arguments.

Now we find him declaring himself in favour of a perfectly equipped Home Army as well, not simply a well-trained manhood of the nation, but an Army fully equipped, with an Army Corps organisation, much on the foreign system, and with a great general staff and a commander-in-chief of its own. I believe that the Navy will not go with the writer to this extent. It will support him, perhaps, in his view as to the discovery of a truer centre of gravity for the foreign service troops than any we at present possess, on the ground that, in the very early days of a war, it could not guarantee the safe conduct of transports with troops until it had established undisputed command of the sea. It would have other work to do. The Navy, however, will certainly agree that there would be a great advantage in having a trained body of men at home, ready to deal with such adventurous raiding troops as those which Hoche failed to land, and which Humbert to his peril did actually set on shore. Such well-trained men as these at home might even serve as a reserve to the Navy, ready to go afloat like the old "landmen," and it would be no ill thing if some of them were trained as Naval Volunteers and given actual experience in the manœuvres.

There are three considerations which I will put forward here as throwing light upon the question of invasion. The first is that history is void of the record of any serious attempt being planned which did not, in a measure, count upon finding support in some part of the British Islands when it arrived. When Marshal Saxe contemplated invading England it was with the expectation of obtaining support from the partisans of the Stuarts, and he told D'Argenson that the greatest obstacle which he could foresee was the opposition he might encounter from British Naval forces. When Hoche made his famous expedition in 1796 it was with the intention of taking advantage of disaffection in Ireland. He had already projected what he called a "Chouannerie"—the letting loose among us of the gaolbirds of France, who were to preach *la guerre aux châteaux et la paix aux chaumières*. Naval opinion was overridden entirely. Villaret-Joyeuse was driven from his command, and Morard de Galles was selected as his successor, too feeble to resist, condemned either to accept a mad risk or to be denounced for his hesitation as a poltroon. The truth is, as the late Admiral Colomb pointed out, that Hoche's adventure witnessed the vicinity of a failure very much greater than that which it actually incurred. Precisely similar were the circumstances of the expeditions of 1798, which brought about the fiasco of Humbert and the disaster of Bompard.

The next matter to be considered is that expeditions against these islands have always had chances of success in inverse proportion to the strength of the forces employed. The smaller they were the greater was their likelihood of passing through the net. Thus it was with the expeditions planned or attempted in 1798. Not less than seven of them were initiated in that year, but they were all parts of a single operation, broken up, deprived of cohesion, and destitute of co-ordinated effort, owing to the operation of the British Fleet.

The third consideration is of not less importance. It is that, however our Foreign Service Army may be distributed abroad, there must always remain large reserves of trained men in this country, and that these cannot be sent away until the Navy has established its superiority—an event which will at once remove the necessity of keeping any but a comparatively small proportion of them at home. Is not a radical fallacy involved in a statement of the *Times* correspondent that "the inclusion in the Militia Reserve of Reservists of the Imperial Army at home in England would provide the Militia with a valuable stiffening, which, however, *would necessarily be withdrawn at a time when we were waging a large war oversea?*" One would like to ask how or why these same Reservists should or could be removed, for surely command of the sea is the precedent condition of their leaving our shores at all. It would appear, indeed, that an exact balance must always exist between sea-power as exercised and the forces required at home. The greater the preponderance of the former, the less would be the need for the latter. As the former developed its influence in favour of foreign service, the smaller would grow the necessity of keeping at home the real reserve of trained men. There must, it is true—and the "blue-water school" will support the contention—be always in this country such a strength of manhood and organisation as will make the attempt to invade our islands not worth the risk afloat and ashore that would be involved by the attempt.

But the sound view to take is that the Home Forces should be the last consideration. When the Fleet, equal to its Imperial duties, is assured to us, and when the Foreign Army has been provided, then we may organise such forces as we have in these islands, encouraging meanwhile everywhere school drill, and training and marksmanship, as the real bases of a military spirit valuable equally at home or abroad. The misfortune of entering upon extensive plans of home defence is that there is no finality. If it be admitted that England is to be invaded in force, we shall have no choice but to act precisely as Continental nations do. There will be a new exercise of energy by the "bricklaying school." Already one notices that forts are growing up for the defence of the capital, which the Fourth Army Corps is to defend "against a possible enemy." The forts lie near Guildford, Caterham, on the hills of Surrey, and in Essex; and Lord Roberts has lately been inspecting some of them. There is thus the great danger that we may be led step by step to such colossal expenditure as was incurred in former times without any fruit whatever. We well remember, a century ago, how great preparations were made on shore in order, as Lord St. Vincent said, "to satisfy the fears of the old women of both sexes." The preparations did not greatly take the form of fixed defences, but there came into existence a vast flotilla of

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boats of various classes for coast defence, to be counted by hundreds, whereas not one had existed a few years before. The vast outlay upon fortifications came later. It deserves to be noted that none of this outlay has so far been of any use whatever, and that a large part of it certainly never can be of any use. Yet, if once we admit that our shores are open to attack, we shall have a demand not only for troops, but for the fortification of commercial ports and easy landing-places. We shall have to decide whether to spend money at Liverpool or Brighton, whether the claims of Hastings can be neglected, or those of Scarborough, Torquay, or Oban be ignored. I am presenting, perhaps, extreme views, but they may serve to show what are the dangers that attend a policy of passive defence at home.

There is a real lesson to be drawn from the points here brought forward. It is a lesson which more than once I have endeavoured in these pages to enforce. The plain truth is that we need a policy. We require to know what our objects are, so that we may balance the factors that are necessary in order to attain them. There must be organisation and preparation in time of peace. Such preparation must include a far-reaching consideration of all those complex problems which are connected with our food supply. This is a question to which I hope to direct attention next wee It may, however, be suggested that until foreigners recogni that we have solved the food problem, they are not likely invade these islands in force, even if the way should lie ope It would be much safer, and would involve much less risk, reduce us by famine. The whole truth is that a rational an well-balanced policy should be arrived at. Let us, ther welcome the discussion in the *Times*. Let every aspect the great problem of Imperial and Home Defence be place in the light of day, and then let the Cabinet, acting throug the Committee of Defence, and upon the counsel of its mo competent advisers, decide fully what policy shall be pursue So shall we avoid all waste of energy and money, and be in position to direct our resources to the right and proper ends.

JOHN LEYLAND.

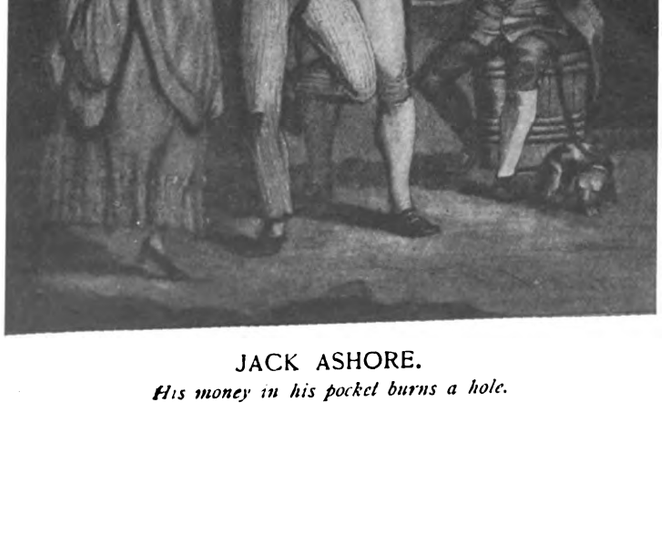
I am sorry to find that the "printer's devil" played a malicio part in his dealing with Shakespeare in my article on February 7. H made the Bard say that the sea serves this country "in the office of well." A well is a very useful adjunct in the defence of a beleaguer town, but as readers of "Richard II." know, Shakespeare was speakin of the sea as acting "in the office of a wall, or as a moat defensive to house."

J. L.

IN DAYS OF YORE.

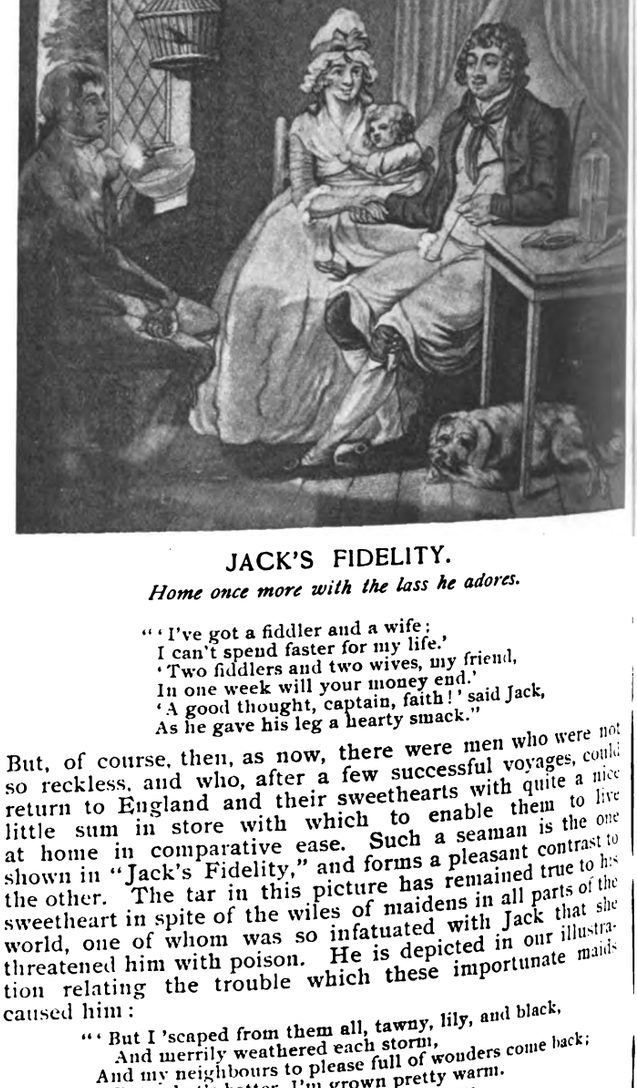
THE conditions of a seaman's life in the British Navy have undergone so complete a revolution during the last hundred years or so, that a casual observer would scarcely connect the tar shown in our illustrations on this page with the smart seaman of the present day. As soon as a ship returned to England and the men were paid off, they would come ashore and spend their money in a most free and reckless manner. Not infrequently a seaman who was thus spending his hard-earned coin would be met by an officer who, being on the look-out for likely men to join his ship when she left port, would engage Jack in conversation, and try his hardest to get him to sail with him. But if Jack still had sufficient money to provide him with enjoyment a little longer, he was very chary of making an agreement for the voyage; and, while he was considering the matter, a conversation of the nature of the following verses, which accompany our picture "Jack Ashore," used often to ensue:

"As Jack was dancing with his lass,
His captain that way chanced to pass.
'Give me your hand, my blade,' said he;
'Next week, my lad, we're bound for sea.'
'Avast!' said Jack, 'my cash will last
A fortnight, spend it e'er so fast.



JACK ASHORE.

His money in his pocket burns a hole.



JACK'S FIDELITY.

Home once more with the lass he adores.

"'I've got a fiddler and a wife;
I can't spend faster for my life.'
'Two fiddlers and two wives, my friend,
In one week will your money end.'
'A good thought, captain, faith!' said Jack,
As he gave his leg a hearty smack."

But, of course, then, as now, there were men who were not so reckless, and who, after a few successful voyages, could return to England and their sweethearts with quite a nice little sum in store with which to enable them to live at home in comparative ease. Such a seaman is the one shown in "Jack's Fidelity," and forms a pleasant contrast to the other. The tar in this picture has remained true to his sweetheart in spite of the wiles of maidens in all parts of the world, one of whom was so infatuated with Jack that she threatened him with poison. He is depicted in our illustration relating the trouble which these importunate maids caused him:

"'But I 'scaped from them all, tawny, lily, and black,
And merrily weathered each storm,
And my neighbours to please full of wonders come back;
But, what's better, I'm grown pretty warm.
So now to the sea I shall venture no more,
For you know, being rich, I've no call:
So I'll bring up young tars, do my duty ashore,
And live and die constant to Poll.'"

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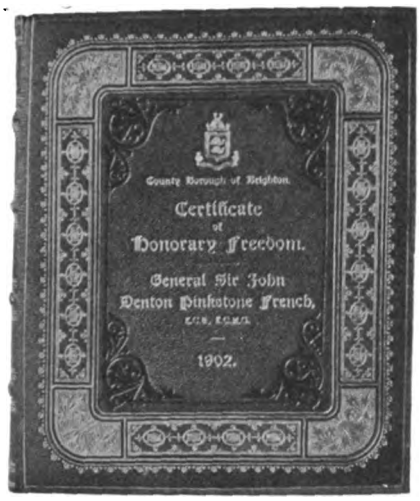

ALBUM PRESENTED TO GEN. FRENCH.
The cover (see page 572).

THE NAVIES AND ARMIES OF THE WORLD.

A Weekly Causerie

BY

DAVID HANNAY.

ALBUM PRESENTED TO GEN. FRENCH.
The first page (see page 572).

THE French are honourably zealous in investigating even the byeways of their history. No year passes in which there do not appear at least three or four careful studies of particular passages in their civil or military activities in the past. They are uniformly done with conscientious industry and the meritorious French passion for making things clear. It would be going too far to say that they are always perfectly honest. Very few men of any nation are able to tell the story of their own people, or for that matter of their party, with absolute impartiality. Dr. Johnson, who was as free from dishonesty as any of us can hope to be, candidly confessed that when he was doing the Parliamentary Debates in the fashion of his time, which was *not* one of shorthand reporting, he always arranged that the Whig dogs should not have the best of it. Most of us have some Whig dog or another whom we grudge to see figuring as in the right. The French, being very human, suffer from the usual human deficiency of absolute rectitude, and the reader must remember to use his judgment in accepting their representations of character, and their views of the motives of the people they obviously do not like. But he will find that he has to do as much with Englishmen, Germans, or Americans, and the French, as a rule, write better than any of us, while their modern taste for "documents" causes them to lavish quotations from their authorities. These are always useful, be the text of the historian what it may.

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Recently there has appeared a volume on a subject concerning us as much as them. The author bears a name which is famous in French history—the Vicomte de Noailles—and his subject is the "Marins et Soldats Français en Amérique pendant la Guerre de l'Independance des Etats-Unis." It contains a series of studies on Baron Kalb, D'Estaing, Rochambeau, Guichen, Grasse, and others who figured in the war, and of course an account of their campaigns. None of the wars conducted by this country is better worth studying, for the very reason that it took place in conditions much more likely to be repeated than those which surrounded the Austrian Succession and the Seven Years' Wars and the Revolutionary conflict. In all these we had to contend with enemies utterly outnumbered, crippled by ruinous internal weaknesses, or hampered by the necessity for maintaining vast armies, and fighting enemies other than ourselves on shore. The American War was mainly Naval, our foes had to contend with us only, and, what is of the utmost importance, they were much more nearly on an equality with us, not only in numbers, but in efficiency, than they had been in earlier times or were to be afterwards. The danger for us in future must lie in the formation of a coalition similar to that of the French, Spanish, and Dutch, which will take advantage of any trouble we happen to be in. Then the Navies of these countries were far from being in a good condition, happily for us, but they were much better than usual. Even the Spaniards were above their customary level, which is not the same thing as saying that they were really efficient or formidable. In future we shall find that the care other nations are taking to train their Fleets in peace has had its effect on their gunnery and manœuvring power. We must not expect that when the next struggle takes place our opponents will be almost unable to send a fleet to sea at all at the beginning, as was the case with the French in the Austrian Succession and the Seven Years' Wars, or that their squadrons will be in the hopeless condition of the French and Spaniards at Trafalgar.

It is, of course, certain that we shall be infinitely better than we were in the summer of 1778, when Keppel put to sea with the Western Squadron furbished up at the last moment and manned by hook and by crook. Yet the other side will also be far superior to the fleet of D'Orvilliers, which was scraped together in a hurry, and the proportion will not improbably be about the same. It is therefore not unprofitable to look at the doings of the gentlemen who figure in the pages of the Vicomte de Noailles. The first of them who deserves our attention is Charles Henri Théodat Count D'Estaing. We had a good deal to say about this gentleman at the time, and it was not by any means to his honour. Before he sailed from Toulon for America in 1778, in command of the squadron which was to co-operate with the Americans against Howe, he had come across us twice, and on neither occasion did we think that he behaved well. Perhaps we were prejudiced; but the facts are worth looking at, so that we may know our man.

* * * *

The unprincipled D'Estaing, as Beatson calls him, was the representative and head of a very ancient family in the province of France then called the Rouergue, to the south of Auvergne, and now forming the department of Aveyron. He married a daughter of the Maréchal de Châteaurenault, which gives him a connection with the Naval history of the old monarchy. But he was not bred a seaman. He was born in 1729, and began his career in the regiment of guards called the "Mousquetaire" in 1738. He passed as colonel to the regiment Rouergue in 1748. So it will be seen that, according to the pleasant custom of the day in the case of gentlemen with good interest, he had his first commission at the age of nine, and commanded his first regiment at nineteen. But D'Estaing was no mere court or carpet soldier. He served three campaigns in Flanders, and six in the East Indies. In 1763 he was appointed Governor of Saint Domingo, and was imposed on the Navy by an exercise of Royal authority. In 1777 he was appointed vice-admiral in the seas of Asia and America, just before he sailed against Howe. His history after the war presents a rather effective epitome of the fate of the French aristocracy to which he belonged. King Charles III. of Spain, the ally of France, made him a grandee of the first class in 1783. He became Governor of Touraine in 1785. Then the whirlwind of the Revolution caught him up. During the first agitation of the "general overturn" in October, 1789, he was commander of the National Guard at Versailles. When the monarchy was already in ruins in January, 1792, he was named full admiral, but there was no longer any place in France for him and his like, and he died on the scaffold in April, 1794, as a "suspect." "I am suspect, thou art suspect, he is suspect, we are suspect, ye are suspect, they are suspect," said the imprisoned Royalist to the newcomer who had been laid by the heels as not sufficiently revolutionary. The terror was in full swing, and the wonder is that a noble with the past of D'Estaing had not perished before.

* * * *

Our charge against him was based, first of all, on a little piece of what we called sharp practice of his performed in 1759. He had been taken prisoner by Colonel Draper at Madras in the previous year, and had at his own request been allowed to go to Pondicherry on parole. His engagement was, not to serve directly or indirectly against Great Britain during the present war, or until he had been regularly exchanged. At this port he organised, or helped to organise,

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an expedition against the Company's factories on the Persian Gulf. He accompanied the armament which captured the factory at Gambroon, or Bunder Abbas. When the Company's officials had surrendered he allowed them to go as a full exchange for himself, and then said he was free from his parole. He alleged that he was on his way to Europe, but the excuse was bad in days when the overland route was not employed. The Persian Gulf was not on the way from Pondicherry to France. The Count d'Estaing was plainly a slippery nobleman. A prisoner on parole who first captures several of the enemy, and then handsomely arranges his own exchange, is undeniably a clever fellow, but there is more of the "old soldier" in the unfavourable sense in his conduct than beseems the frankness of the military character. As Governor of Saint Domingo after the war he seized Turk's Island on some such ingenious pretext as he had used in the Persian G and this measure led to a tart exchange of diplomatic N His nautical experiences and his enterprising habits ap rently pointed him out to the King as a fit person to put m spirit into the French Navy than it had shown in the w As might be supposed, a taskmaster inflicted on them f the outside was not popular with the officers of the reg corps, who were very exclusive. D'Estaing was too c siderable a gentleman to be treated as the plebeian *offi blues* were, and he began high up the tree, but he disliked and thwarted. His character, too, was a mixture of overweening confidence, and of liability fits of depression. It had a very material influence the course of his very interesting campaign ag Howe.

ELEPHANT BATTERY READY FOR INSPECTION.

OUR INDIAN EMPIRE.

A Running Record of Military Life and Incident in the "Shiny East."

By Captain Owen Wheeler.

I WAS clearly mistaken in supposing that Lord Kitchener would not publish any close criticism of the Delhi Manœuvres, for he dealt very outspokenly, and, it goes without saying, instructively, with both phases of the operations. His comments on the second phase are now available to the home public, and one cannot but be struck by their refreshing breadth and force. Lord Kitchener naturally leaves details to the Umpires, and, speaking generally, evinces great satisfaction with the zeal and earnestness of all ranks. But he does not conceal his desire for a freer display of enterprise and initiative on the part of higher commanders. He points out that, while the same defect may have been excusable in the earlier operations, where the ground was not so favourable, and the transport and supply arrangements were not all they might have been, he felt himself justified in expecting better results in the second phase, and was disappointed at the continued lack of originality. My impression is that this sort of criticism will be very well received in India, where there is any quantity of latent originality and enterprise only requiring a little authoritative encouragement to cause it to erupt freely. All that is wanted is a little time, and Lord Kitchener was, perhaps, rather needlessly impatient in imagining that any very marked improvement in the display of such important attributes as those in question would take place in a few days.

We must not forget that, as regards manœuvres on a very large scale, the Army in India has not been altogether fortunate of late years from the standpoint of such a very up-to-date soldier as Lord Kitchener. Sir Power Palmer, Sir William Lockhart, and even Sir George White, were all fighting soldiers of the very first class, and, moreover, admirable Army administrators. But their conception of the most effective methods of handling troops at manœuvres was probably very different from that of Lord Kitchener, who comes fresh from a campaign in which the conditions were very different from those of most Indian warfare. In the Indian experience of Palmer, Lockhart, and White there could not have been a great many occasions on which it was desirable to take "every advantage of the opportunities to avoid direct frontal attack by wide turning movements." White at Charasia, Lockhart at Dargai, and Palmer at the Peiwar Kotal did not need to take much account of wide turning movements, and these experiences may have coloured their criticism of manœuvres subsequently directed by them. Subordinate commanders of the best sort are apt to take their cue from Commanders-in-Chief, and Lord Kitchener must give the Army in India a few months, at any rate, to realise the new order of things to which they are, very rightly, to conform henceforth. Eventually I am quite sure he will have no reason to complain of lack of enterprise or initiative on the part of men who have in previous campaigns constantly exhibited those qualities in brilliant fashion when acting independently, but who naturally felt a little cramped by the circumstances in which they found themselves at the Delhi operations.

One is glad to see that wireless telegraphy is taking root in India. Mr. Simpson, of the Indian Telegraph Department, who studied the subject at the Admiralty when on furlough a short time back, has established wireless communication between Saugor Island and the pilot brig in the Bay of Bengal, the distance covered being forty-five miles, and further and more ambitious experiments are being made. I do not suppose there is any country in which wireless telegraphy could be made more useful for military purposes than India. To many an isolated frontier post it would be a veritable godsend, and in not a few cases would solve a problem which is now left largely to chance. Heliography is all very well when the sun shines, and carrier pigeons have been tried with, I believe, very doubtful results. But a properly installed system of wireless telegraphy at each outlying post would be immensely useful even in times of peace, while in war or any other disturbance it would be simply invaluable. Even the rude border tribesman knows well enough that it is sound policy, when his people have broken out, to cut any telegraph wires that he may come across. But it will probably be some years yet before he will be able to intercept a Marconigram.

I note with interest the warnings issued to the numerous tourists who are now "doing" India as a supplementary performance to attendance at the Durbar, to beware of the

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bees in the Ajanta Caves. Those who do not know India may be surprised to learn how dangerous the bees are in various localities, and how many cases of positive fatality have occurred through heedless disregard of their presence. I was once stationed at Jubbulpore, which is within about nine miles of the famous Marble Rocks on the Nerbudda. In the lovely gorge through which the river winds there are numerous nests of bees, and these have been responsible for at least one recorded tragedy and probably a hundred narrow escapes. The tomb is shown of an unfortunate sportsman who, as he was passing down the stream in a boat, heedlessly fired a bullet into one of the nests, with the result that the angry bees immediately swarmed down in myriads and attacked him fiercely. He jumped overboard and strove to escape his persecutors by diving, but they waited for his head to reappear, and eventually stung him to death. A friend of mine was once attacked when out driving, and it would have gone hardly with him but for his prompt adoption of an effective if somewhat selfish expedient. There was a village close by, and into this he drove swiftly, all the more swiftly because his horse was also being badly stung. On reaching the village the bees scattered among the inhabitants, and my friend escaped, convinced that it was better that a few scores of natives should get a sting or two apiece than that he should be done to death. What the villagers thought on the subject I have never ascertained, but I daresay the visitation did not trouble them much.

It is, as I indicated last week, highly probable that the *Times* scheme of Army reorganisation and redistribution will be very carefully and intelligently scrutinised in India, and I have very little doubt that the general verdict will be a favourable one. But there is one suggestion in the fourth article of the series headed "The Problem of the Army" which will not meet with anything like unanimous approval. The *Times* correspondent says, "In view of the entire change in the Indian situation brought about by the proximity of South Africa and Australia, the Indian and Ceylon forces might ultimately be reduced by eight battalions to be stationed in Western Australia." I may be bigoted, but, personally—and this is a personal expression of opinion merely—I regard this proposition as a distinctly mischievous one, and I earnestly trust that it will never be carried into practical effect. In the first place, it seems entirely uncalled for. Surely it is time enough to begin meddling with the Army in India when that Army is shown to be inefficient or conducted on extravagant lines. Let us put the house at home in order first, before we begin to tamper with the foundations of what is the soundest portion of our whole military structure. India knows her own business fairly well, and when she sees that she can safely dispense with a tenth of her British garrison she will assuredly take her own measures to that end. Meanwhile she pays for all she requires, and if the home military system were turned inside out in the next few months—as it seems quite possible it will be—she could easily make her own arrangements for a local European Army on long-service lines. Let us, then, be careful how we dictate to our great Dependency on a matter of grave expediency, in which many voices must be heard before the most trifling change can be seriously entertained.

Turning to the *Times* proposition itself, I fail to see that the mere location of a permanent establishment of three divisions in South Africa entirely alters the Indian situation. What the "Indian situation" is cannot be accurately conveyed in a few sentences, but most Anglo-Indians, at any rate, will scoff at the idea that it will be materially altered by India's ability to obtain a reinforcement from South Africa a week or two sooner than it can from home. India has to guard against other possibilities besides movements beyond her Frontier, and there are those who think that, even if South Africa and Australia were bristling with British troops, we should not have a single British soldier too many in India, and that in lending British contingents to South Africa as she did India ran a serious risk. Surely we must not forget that the mere presence of British troops in India means a great deal, just as does that of a policeman in a street where there are all the elements of a row, and where there certainly would be a row if the policeman were known to be in the next street but one. The loyalty of the Indian Army is unquestioned, and the network of railway communication and the secret service of the Government are important safeguards against sudden disturbance. But for these considerations the British garrison in India would have to be twice as big as it is. As things are, it is quite conceivable that events might occur which, if they did not strain local resources in India to the utmost, would at least make us deeply thankful that we had not to wait a fortnight or three weeks before troops could be got from South Africa or Australia. No! The real "Indian situation" is bounded by India's own boundaries, and it will be a bad day for the British Empire if we are again led into the fatal error to which many of the horrors of the Sepoy revolt were directly traceable.

A NOONDAY REST.

ROUND THE MILITARY CLUBS.

What Soldiers are Thinking, Saying, and Doing.

By RANGE-FINDER.

A BOOK has just been published which I must recommend every soldier interested in the Service to read. It is not a bulky book; by no manner of means is it a literary book; but it is just a little brochure brimful of clever and subtle satire—satire which should open a train of thought in every thinking soldier. The authors—it is a collaboration by two—open their preface by saying: "This book is by no means merely a joke at the expense of an imaginary personality; it bears also a serious lesson." And in this I can cordially agree. The book is "Tactics and Military Training," by Major-General George D'Ordel, late Director-General of Military Instruction. It is just a pamphlet, which in the matter of binding and text might have been one of the little military handbooks which it so ruthlessly holds up to ridicule, if it was not for the portrait of the gallant General D'Ordel on the cover—which portrait, to me, seems an excellent caricature of a well-known soldier who exercised conservative authority in Pall Mall for so long, that the methods which he maintained have so crystallised that it would seem that they are to remain with us for all time. At first glance the casual reader would take it to be a serious work.

The book itself is a satire upon the 1896 Drill Book—at least the authors confess this—but I am inclined to believe that they would include also in their caustic irony the latest production in the line of instructional manuals. The form the authors have adopted is to make the imaginary General D'Ordel establish a system of military training in protest against the revolutionary feeling bred in the Service by the experiences of the South African War; and this is so instructive, clever, and

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redolent of true humour, that I have no hesitation in recommending it to my readers, and quoting more extensively than the modest dimensions of the work would appear at first sight to demand. I will just cull a few of the definitions by which, in accordance with all precedent, a drill manual should be prefaced: "*Alignment*—The line in which troops are formed (see 'Line'). *Line*—The alignment of troops (see 'Alignment'). *Battalion*—A battalion is composed of two (not three) half battalions. *High hills*—Are hills which are higher than mounds but not so high as mountains. *Open ground*—Ground which is open. *Platitude*—A statement of self-evident fact, well seasoned and tested by repetition. The art and science of warfare is usually explained and set forth in such statements. No fact which is not obvious to the intelligence of a turnip should be revealed, as such belongs not to the arts of tactics or military training, but to the sphere of mere theoretical bookwork."

So much for definitions. Let us now try some of D'Ordel's "platitudes." No. 2, for instance: "Generally speaking" (as the Drill Book of 1896 so aptly says on page 112), "an engagement between two hostile forces, be they large or small, begins either by one side in motion attacking the other while stationary or by the collision of both sides when in movement. The exceptional case of troops meeting when both hostile forces are stationary is, I regret to say, omitted in the Drill Book, and will be more fully dealt with on page 30." (*Vide* page 30: Two armies meeting when both are stationary.—This is the exceptional case not dealt with in the Drill Book. The best position for the troops to adopt at the moment of meeting will be that in which they happen to be.) Platitude No. 6: "If a commander intends to attack a position, he should generally not omit to select a time and place for his attack. These are both important considerations in an attack upon a position."

Space will not allow me to dwell upon the excruciating humour of the ridicule thrown upon our present means of conveying military instruction as D'Ordel shows it under the headings of "The Arms and their Uses," "The Attack," "The D'Ordel Screen," "The Defence," etc. Neither would it be fair to the authors. Yet the following is so screamingly excellent that I must give it, at least in part: "The Selection of the Position.—The manner in which a defensive position is occupied will, to a certain extent, depend upon the nature of the ground and the strength and composition of the forces available, so that it is impossible to lay down precise rules on the subject. The chief requisites for any defensive position whatever may be taken in the following order: (*a*) The extent of the position should be suitable. It may be assumed that a strong position, entrenched, would require, including all arms and troops in reserve, about fifteen men per pace (Note the Drill Book, 1896, page 149, says five, but this is obviously a misprint.) In the event of a smaller number of troops being available it is advisable to double this number in reserve. (*b*) There must be a clear field for fire or glacis sloping away from the front of the position for a mile or more. (See plate VI.) (*c*) In front of this there must be a deep river with a high bank on the side away from the position and a sloping bank on the side nearest to the position. This should be crossed by a single iron bridge in the centre of the position, which will serve for the counter-attack. (*d*) The right flank should rest upon an impassable marsh (which should extend for at least thirty miles), and the left flank upon the sea. It has been suggested that the flank defences might be reversed (the marsh being upon the left flank and the sea upon the right), but this is liable to lead to confusion in the issuing of orders, and in the mind of the commander, etc." If the above is not humorous satire, then the power of discerning that which is humorous does not lie with me. Again I reiterate my statement, and recommend all soldiers to buy this little booklet, "Tactics and Military Training," by Major-General George D'Ordel (Bickers and Sons, price 1s.).

I understand that the Commander-in-Chief is credited with having suddenly turned round in his opinion with regard to cavalry. At one time, especially during the last portions of the South African War, the legitimate mounted arm fell into considerable disrepute. But we hear now that all this is changed. Perhaps the revolution in idea has been brought about by the sight of 80 squadrons of German Dragoons and Uhlans charging in front of Mr. Brodrick. Another theory has also been put forward, which is that Mr. Goldmann's book on the work of the cavalry in South Africa has worked the oracle; or it may be the circumstances attending the appointment of a late infantry officer to be second in command of a Provisional Regiment of Cavalry has done something in the way of making the authorities consider the cavalry as little better than the "Ugly Duckling"—metaphorically speaking, of course—of the Service. But if the truth were really known, I fancy that it has been realised suddenly that the majority—taken in just proportion of relative supply—of men who have proved brilliant soldiers in South Africa have come from the mounted branch of the Service: this in spite of big banking accounts, low standard of education, and past life spent in field sports and ladies' society. Anyway, this year is to see the cavalry taken in hand—thoroughly taken in hand, and I am glad to be able to say it, not so much upon the mounted-infantry-mania lines as was to be expected, but upon the lines which cavalrymen themselves have suggested. I have already referred to the question of polo tournaments. The silly restrictions which the present *régime* placed upon the men who love this game have, I am glad to say, been removed. I have seen it stated that ten new cavalry regiments are to be raised. How and why this is to be done I cannot say, but this I can state confidently—that the senior officers, who would be sure to be consulted in such a matter, have gained their first knowledge of the fact from some daily newspaper.

I understand that it is definitely decided that the cavalryman shall retain his sword, in spite of the fact that his practical American cousin has discarded this weapon. The rifle is to be the cavalryman's chief weapon, and I do not think that there is a serious soldier in this branch of the Service who will not agree that the main essential of the modern cavalryman will be straight shooting as opposed to shock tactics. The sword, however, will be retained against the rarer opportunities of close-quarter engagements which modern warfare may give in an enclosed country.

Another "disgraceful" case of "ragging" is reported from the Household Troops. This time it is the Grenadiers who have furnished the scandal. I am not sure—and here I think a great many soldiers will agree with me—which is the most "disgraceful," the consensus of opinion which stimulated the young officers of this particular Guards' battalion to "court-martial" the direct lineal descendant of our greatest general, or the action of the War Office, which, in order to stamp out the practice, forces the colonel of the battalion and the adjutant to retire from the Service. In theory, of course, it is the duty of a colonel, and, as his reflection, of an adjutant, to keep subalterns in order. But if they did not "rag" the unfortunate officer on parade, or in the presence of the adjutant and colonel, I must allow that I cannot see the justice in the sentence meted out to them. In this particular case one is inclined to believe that if the subject of the subalterns' ire had been anything less than the eldest son of a Duke no notice would have been taken of the incident. But, for the sake of "his Grace" to be, the present *régime* must remove two good soldiers from the public service. No; the way to stop "ragging," as it is called, is to make a regulation against it. Officers do not break regulations: if they do they cease to be officers. But do not dismiss efficient seniors from the Service on account of an ebullition of spirits or feeling on the part of half-a-dozen Grenadier subalterns. It is not worthy of a great people, with a great Army, commanded by a great Commander-in-Chief.

ANSWERS TO CORRESPONDENTS.

H. DERDRICH.—The report of the Swiss Military Department shows that the effective of the Federal Active Army on January 1, 1902, amounted to 152,262 men, including officers. These figures were made up as follows: Infantry 115,365, cavalry 4,742, artillery 19,876, engineers 5,526, medical troops 5,033, administration troops 1,459, and cyclists 261. Including the Landwehr, but not including the Landsturm, the Federal Army consists of 242,462 men; 40,803 of these belong to the infantry of the 1st Levy of the Landwehr, and 21,744 to that of the 2nd Levy. Every Swiss citizen is liable to military service for a period of twenty-five years, beginning with the year in which he reaches the age of twenty. During the first year the recruit is called out for a recruits' course, which in the infantry lasts forty-five days, in the cavalry eighty days, and in the field artillery fifty-five days. On the completion of his first year he joins the *élite*, or active Army. Cavalrymen remain in the *élite* until the end of their eleventh year of service, and are called out every year for a repetition course lasting ten days. Men of other arms remain in the *élite* for a period of twelve years, during which they are called out every alternate year for a repetition course, lasting in the infantry sixteen days, and in the field artillery eighteen days. On leaving the *élite* men pass to the Landwehr, in which they remain until the end of their twenty-fifth year of service. Infantry and artillery of the Landwehr are called out for training for five and six days respectively every fourth year. A third category of troops for home defence is furnished by the Landsturm, which is composed of all able-bodied citizens between the ages of seventeen and fifty years who are not embodied in the *élite* or Landwehr and are not exempt from service, as well as of Volunteers under seventeen and over fifty years of age, and of officers up to fifty-five years of age.

* * * *

"RIFLE SHOOTING."—After careful enquiry in every direction where the book on rifle shooting by the late Major Pearce of the Devonshire Volunteers would be likely to be known, we cannot learn whether it is still in print or not.

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FOR KING AND COUNTRY.

SECOND VOLUNTEER BATT. ROYAL SUSSEX REGT.

WHEN the Volunteer Movement was first originated the county of Sussex was not behind its neighbours in providing men for enrolment, being the fourth county in Artillery and the tenth in Rifle Volunteers by seniority at the ate of the formation of the first corps.

In 1859 Sussex had 571 Artillery Volunteers and 1,937 Rifle Volunteers. These were formed into battalions in April, 1860. the Rifle battalions being designated the 1st nd 2nd Administrative Battalions. The present battalion s the successor of the greater part of these Administrative Battalions, and is now, and in fact always has been, a very ood example of a thoroughly efficient country corps.

The headquarters of the 1st Administrative Battalion, vhich was commanded by Lieutenant-Colonel G. G. Nicolls, vere originally at Chichester, and removed to Worthing in 1866. The headquarters of the 2nd Battalion, commanded by the hen Major Walter B. Barttelot, were at Petworth from 1860 o 1869, when they were moved to Horsham.

In 1874 the 2nd Battalion was amalgamated with the st, having its headquarters at Worthing, and commanded by Lieutenant-Colonel Sir Walter B. Barttelot, Bart., with Sir Henry Fletcher, Bart., as second lieutenant-colonel. The corps then comprising he new battalion were the 2nd (Cuckfield), 5th (East Grinstead), 6th (Petworth), 7th (Horsham), 8th (Storrington), 9th (Arundel), 10th (Chichester), 11th (Worthing), 12th (Westbourne), 13th (Hurstpierpoint), and 18th (Henfield). In 1876 the 8th Corps, owing to its not being able to keep up its numbers, was disbanded, and on February 6, 1880, the remainder were consolidated into one corps or regiment, and called the 2nd Sussex Rifle Volunteers, with a maximum establishment of 1,100 of all ranks.

In January, 1882, Sir Walter B. Barttelot relinquished command of the battalion, and was appointed its honorary colonel, a position he held until his death in 1893. Sir Henry Fletcher took over the command from Sir Walter Barttelot, and held it until 1897, when he was appointed Brigadier of the Sussex Volunter Infantry Brigade. For his long connection with, and for what he has done for, the Volunteer Force Sir H. Fletcher has been awarded a C.B.

On February 1, 1887, the title of the battalion was changed to the 2nd Volunteer Battalion of the Royal Sussex Regiment, with its headquarters at the afore-mentioned towns, except that the Westbourne company was transferred to Bognor. In 1900 a cyclist company was added to the establishment, the extra numbers being five officers and ninety-five non-commissioned officers and men. The officers and men for this company are drawn from the other companies of the battalion and attached to them as supernumeraries for administrative purposes.

When the Administrative Battalions were first formed the colour of the clothing was grey, and this continued until the consolidation of the battalion in 1880, when the colour was changed to scarlet with blue facings and brown leather belts. This has remained the uniform of the battalion until the present day, being assimilated in the details of appointments and badges to that of the territorial regiment. An undress uniform of drab is now being issued, slouch hats in lieu of helmets having been already provided last summer.

It is interesting to note the origin of the Royal Sussex badge. In 1759, before Quebec, the Sussex Regiment took part in a great victory, and so distinguished was the conduct of the regiment that all ranks were allowed, as a mark of distinction, to wear the plume of the French Grenadiers of Roussillon, who had been totally defeated by them. In 1800 it formed part of the expedition against Malta, and when that place fell into the hands of the English, the first British standard that ever floated from

Photo. Copyright. *Russell, Southsea.*

THE COMMANDING OFFICER.

His Grace the Duke of Norfolk in khaki.

AN IMPORTANT DISCUSSION

During a field day on Sussex Downs.

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LEAVING CAMP.

The Cyclist Section on the march.

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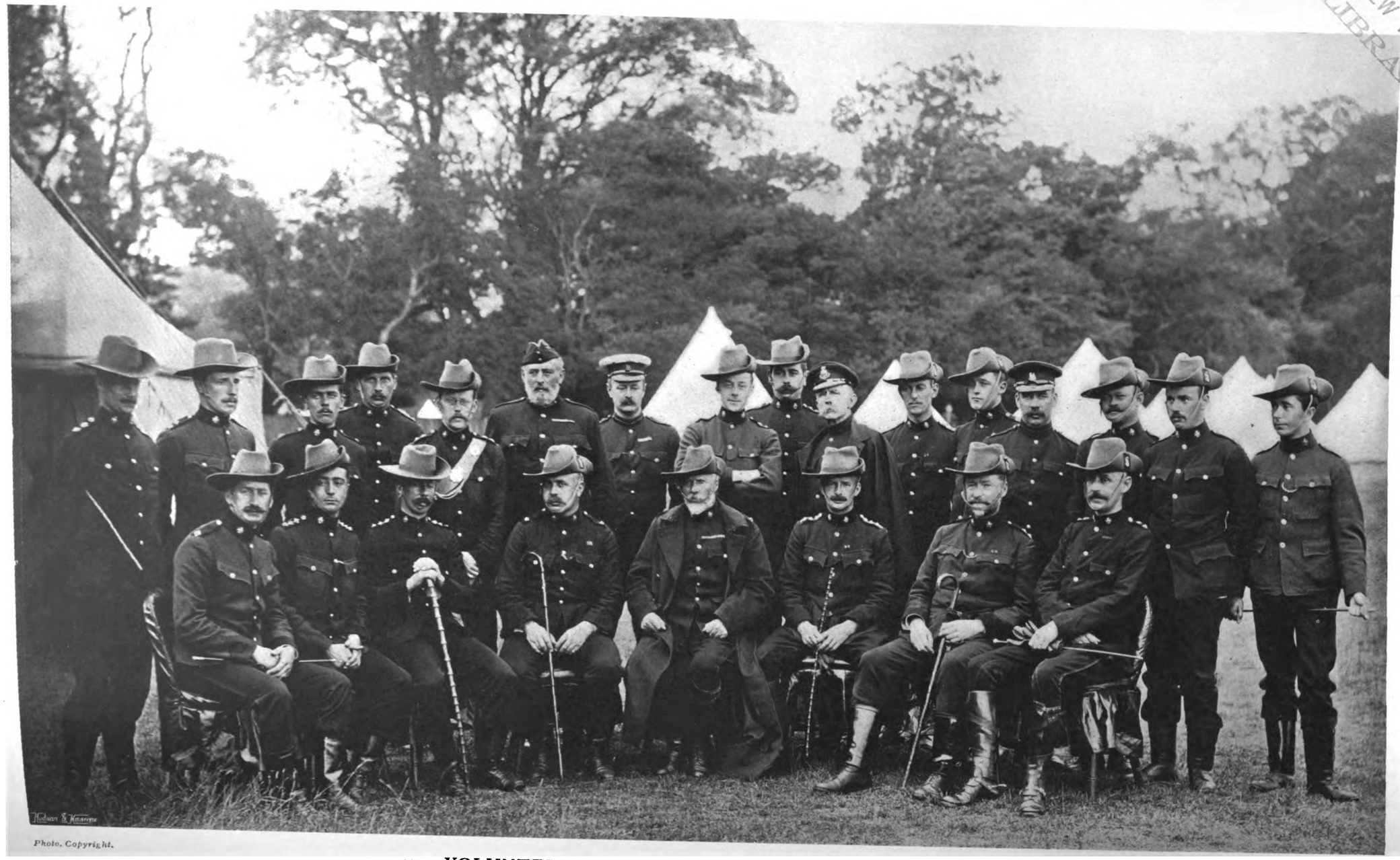

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2ND VOLUNTEER BATTALION ROYAL SUSSEX REGIMENT.

Elliott & Fry.

Reading from left to right the names are Standing: Lieut. J. C. Ewdell, Capt. C. Nix, Second Lieut. W. H. Tribe, Capt. W. H. Gorringe, Lieut. J. W. Bennett, Col. Right Hon. Sir H. Fletcher, Lieut. C. Bax, Capt. J. E. Lee, Lieut. M. H. Smith, Capt. F. K. Harwood, Col. H. Kilgour, Commanding 4th Battalion Royal Sussex Regiment, Capt. S. W. Bax, Lieut. J. W. Bennett, Capt. W. H. Gorringe, Second Lieut. W. H. Tribe, Capt. C. Nix, Lieut. J. C. Ewdell.

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CHANGING GUARD.

The old guard presenting arms.

he ramparts of Valetta was the King's Colour of the 1st Battalion. Hence it was that when, in 1881, the 35th became he 1st Battalion and the 107th the 2nd Battalion of the Royal Sussex Regiment, permission was granted for a badge consisting of the Maltese Cross with Roussillon plume o be worn on the appointments.

With companies scattered over a wide area of the county, it has seldom been possible to train the battalion together except while in camp. This, however, has been held every year since 1876, principally at Arundel, where, through the kindness of the Duke of Norfolk, who since 1871 has been an officer, the battalion has been encamped in his park no fewer than twenty-one times. One special feature in the camp arrangements is that everything is carried out regimentally and without calling in the assistance of contractors. The men's messing and canteen arrangements are supervised by a committee of the officers, and any profits derived go towards providing extra comforts for the men whilst in camp.

Other camps have been held at Rye, Lewes, Sheffield Park, Worthing, all in Sussex, and Bisley, where in 1900, in the grounds of the National Rifle Association, the Sussex Volunteer Brigade, under Sir Henry Fletcher, Bart., underwent the special month's instruction necessitated by the war in South Africa. The part taken by Sussex Volunteers in the war was as follows: As soon as the 1st Battalion of the Royal Sussex Regiment arrived in South Africa steps were taken in Sussex to provide men for a Volunteer Active Service Company, and on March 10, 1900, 116 officers and men left on board the "Tintagel Castle" for Cape Town. Sir Walter G. Barttelot, Bart., went out as captain of the company, the 2nd Volunteer Battalion providing forty-two men, and subsequently a draft of some other men under Lieutenant B. D'Olier. Of these, sixteen lie buried in South Africa, including Sir Walter Barttelot, who was killed while gallantly leading his men to the attack on Retief's Nek on July 23, 1900. Lieutenant-Colonel Donne, commanding the 1st Battalion, in bidding farewell to this Active Service Company in a special order of the day, thus spoke of Sir Walter Barttelot: "His sterling worth as a soldier will live long in the records of this regiment. He gloried in fighting for his country, and his death at the head of the Volunteer Company will serve not only as a pathetic incident in the campaign, but as an illustrious example for all time to the Volunteers of Sussex. It will knit more firmly together in the bond of *esprit de corps* all the battalions of the Royal Sussex as one great county regiment." In January, 1901, steps were taken to send out a 2nd Active Service Company, and the 2nd Volunteer Battalion provided some twenty men, the officer in command being Lieutenant S. W. Beale. On their despatch the 1st Active Service Company sailed for home, arriving at Chichester on June 9, 1901.

In addition to the three officers named whom the 2nd Volunteer Battalion sent out to the front, mention must be made of the great patriotism of the Duke of Norfolk, who sailed for South Africa as a captain of the Sussex Imperial Yeomanry, and also of Lord Zouche, then lately rejoined as a subaltern in the battalion, who served in the Rough Riders Yeomanry, and of Surgeon-Captain Black, who was attached to the Army Medical Corps.

The battalion has always been well provided with officers, and has often been fortunate enough to secure the services of officers who have previously served in the Regular Army, among whom may be mentioned Lieutenant-Colonel Nicolls, Sir W. B. Barttelot, Sir Henry Fletcher, Captain T. Gaisford, Sir George Pocock, Majors Warden Sergison and T. A. Maberly, Sir Walter G. Barttelot, and the late commanding officer, Colonel W. H. Campion, C.B.

The accompanying picture shows most of the officers at present serving in the battalion, the principal absentees being Lieutenant-Colonels the Duke of Norfolk and A. Henty and Major R. M. Helme.

On July 9, 1881, the battalion attended the Royal Review at Windsor before her late Majesty Queen Victoria on the occasion of "the coming of age" of the Volunteer Force, and on July 9, 1887, it attended the Royal Review at Aldershot on the occasion of her late Majesty's Jubilee, on both days proceeding from camp at Arundel Park.

OUTSIDE THE MESS.

A group of officers, taken at Bisley.

At the Diamond Jubilee in 1897, and on the occasion of the Coronation of King Edward a representative squad of the battalion attended in London, on the first occasion being commanded by Major J. J. Lister, and on the last by Major R. M. Helme. The battalion was last year honoured by its commanding officer being granted a C.B. Deep regret was felt throughout all ranks when Colonel W. H. Campion relinquished the command of the battalion, which he did on December 24 last. The command then devolved upon the Duke of Norfolk, who, by long service as well as by service in the field, well deserves the position, and in whose hands the best traditions of the battalion will be carried out for the future. Colonel Campion's Army experience has been of great service to the battalion during his connection with it since 1864, when he retired from the Army, after having served through the Russian War and the Indian Mutiny in the 72nd Highlanders, and then in the 53rd Foot.

Photos. Copyright. *"Navy & Army."*

KIT INSPECTION.

Awaiting the inspecting officer.

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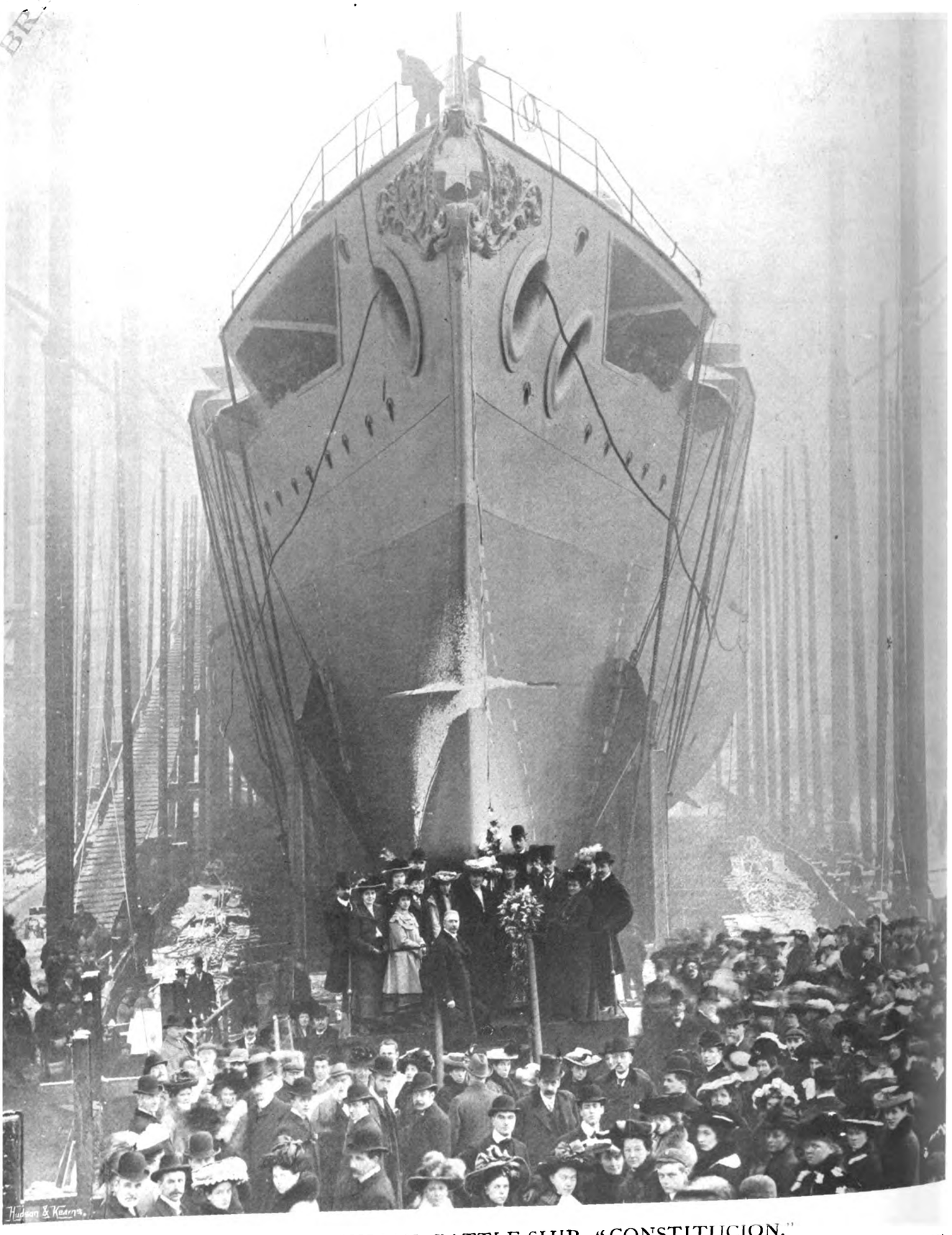
NEW YORK PUBLIC BR

INCREASING THE NAVY OF CHILE.



THE NEW CHILIAN BATTLE-SHIP "CONSTITUCION."

The launching ceremony of the "Constitucion" was performed by Madame Simpson at the yard of Messrs. Sir W. G. Armstrong, Whitworth, and Company, Limited, at Newcastle-on-Tyne on January 13 last. When completed this vessel will be among the most powerful ships of her kind afloat, and should prove a valuable addition to the Navy of Chile. The following particulars will give some idea of her dimensions and powerful armament: Length between perpendiculars 436-ft., breadth 71-ft., depth 41-ft., draft 24-ft. 7½-in., and displacement 11,800 tons. Her armament consists of four 10-in. breech-loading guns, fourteen 7·5-in. guns, fourteen 14-pounder quick-firers, four 6-pounder quick-firers, four Maxim machine guns, and three torpedo-tubes (submerged). Her thickest armour is 10-in., with which the barbettes of the twin mountings for the 10-in. guns are protected. It is estimated that the "Constitucion" can fire a total weight of nearly fourteen tons of projectiles to the minute, with a collective energy of 1,700,000 foot-tons, or something like 700,000 more than vessels of the "Russell" class in our own Navy. Her engines are of 12,500 I.H.P., and she is fitted with water-tube boilers of the Yarrow type, and can steam at the rate of 19 knots. She has a coal capacity sufficient to carry her a distance of 11,000 knots at the rate of about 10 miles an hour.

From a Photograph kindly lent by Messrs. Sir W. G. Armstrong, Whitworth, and Company, Limited.

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SCIENCE APPLIED TO WARFARE.

Photo. Copyright. *Ellis.*

A FIELD TELEPHONE STATION.

Used by the 3rd Royal Warwickshire at Mellicha during the Malta Manœuvres.

There can be no question as to the influence which the telegraph has exercised on the art of war, more particularly in large matters of strategy, such as the carefully-timed advance of converging columns on any particular point. In minor operations there is frequently scope for the effective use of the telegraph's handmaid—perhaps we ought to say "maid-of-all-work"—the telephone, and it is to be hoped that future manœuvres both at home and abroad will afford larger facilities for experiments in this direction. The above picture, which shows a corporal of the Royal Warwicks receiving and despatching messages during manœuvres at Malta, gives a capital idea of the simple and practical nature of Military telephony.

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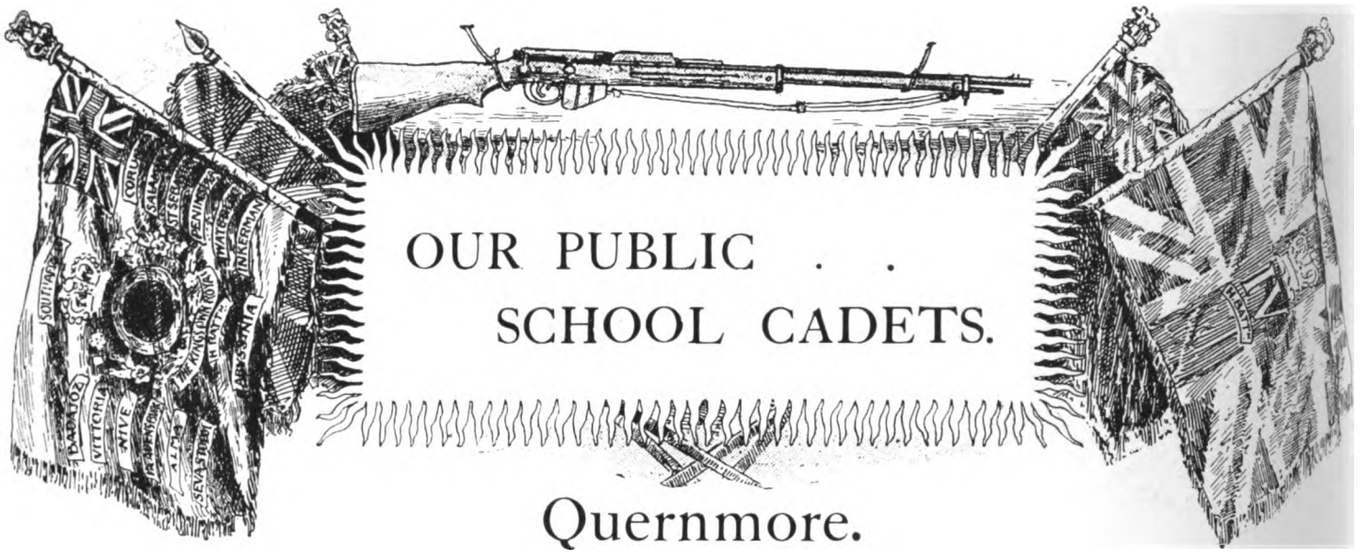

OUR PUBLIC . . SCHOOL CADETS.

Quernmore.

By A. E. JOHNSON.

THE Cadet Corps of Quernmore School, Bromley, is cotemporaneous with that of Blackheath School, the two having been founded as an outcome of the great wave of patriotic ardour and enthusiasm for things military which swept over the country at the outbreak of the South African War. The two corps were established in April, 1900, and were attached to the 2nd Volunteer Battalion the Queen's Own (Royal West Kent Regiment), Quernmore providing a half company. In June of the first year of its existence, two months, that is, after birth, the numbers were 29, which rose at one time during 1901 to a total of 46, including 2 officers and 5 non-commissioned officers. At the present time there are 36 members, with a good bugle band of 13, under the leadership of Lieutenant E. C. L. Smith, who is to be congratulated on the flourishing condition of his command.

The gratitude of all military Quernmorians is due to Colonel E. Satterthwaite, V.D., commanding the battalion, and to the Headmaster and Mr. Loly, for their support of the movement, it being mainly due to their efforts that permission to form the corps was obtained.

The corps was placed under the command of Captain Marsh, of Blackheath, whose previous military experience was of much value at the outset, the Quernmore half-company being officered by Lieutenant E. A. Belcher. Both these gentlemen have recently resigned their commissions, their places being filled respectively by Captain Smyth and Lieutenant Smith.

The difficulties and delays which seem inseparable from the formation of a Public School corps were not escaped by the Quernmore cadets. For a long period progress was hampered by the insufficiency of arms, and for some time the corps was only too glad to have the use of a score or so of converted Martini-Metford carbines; but the difficulty has now been overcome by the receipt of a further supply from the Government in the shape of twenty Martini-Henry carbines, with ·450 calibre. Drills are carried out systematically and thoroughly, and much useful work has been done, the more so as the school is admirably situated in a district well adapted for the practice of field tactics, and the corps has been able to attend the field days and parades organised by the battalion. Camp has been attended by the majority of the cadets during the last two years, *i.e.*, since the formation of the corps, which argues well for the keenness and business-like interest of all ranks.

In the matter of shooting the corps is somewhat handicapped by the distance of the range at Shoreham. However, visits are made thither as often as circumstances will permit, and an annual match with the Blackheath section was inaugurated in 1901.

For a small school Quernmore was remarkably well represented at the front during the late war, which indicates the latent martial spirit of the school that burst into flame when the call to arms was sounded. Among Old Boys whose deeds in South Africa will be long remembered are Captain G. A. Weldon, 2nd Battalion Fusiliers, who fell while leading his men in the historic charge at Glencoe; Lieutenant H. A. Cape, 18th Hussars, who was wounded in the same engagement; Captain John Orr, I.L.H., who received a bullet wound in the neck at Elandslaagte; and Lieutenant-Colonel Hoskier, C.I.V., who was killed near Stormberg. Besides these, mention should be made of Lieutenant Breul, Gloucester Regiment, who was present at the disaster of Nicholson's Nek; Captain Angus Menzies, of the Manchesters, who took part in the defence of Ladysmith; and Lieutenant J. Norwood, who was specially mentioned for bravery in the field. Seven Quernmorians were mentioned in despatches, while apart from those holding commissions in the Regular Army there has been a great number of Old Boys serving with the Volunteer forces. The name of Philip Lionel Solbé, of the Duke of Cambridge's Own, who was killed in action near Rustenburg, will long be affectionately remembered.

Before concluding this brief account of the Quernmore Cadet Corps, a word of acknowledgment should be given to the valuable assistance so freely given by Colonel E. Satterthwaite, Captain Osmond B. Simpson, the adjutant, and many other officers of the 2nd V.B. Royal West Kent Regiment, and the interest so often shown in the doings of the boys. And a special word of praise should be given to the indefatigable efforts of Sergeant-Instructor Hardy, whose untiring zeal in the interests of the corps and loyal support of its commanding officer have rendered his services well-nigh indispensable.

Photo. Copyright. A. H. Fry, Brighton.

THE BAND.

The Quernmore band is one of bugles, and comprises thirteen members. Reading from left to right the names are—Standing: Private A. C. Jepson, Private E. Wickham-Jones, Private L. W. Hudson, Private H. S. Pearsall, Private L. D. Shillcock, Private E. Patrickson, Private W. D. Maile, and Private H. B. Neely. Sitting Private K. Courtney, Corpl. F. P. Jepson, and Lance-Sergt. T. J. Cocks.

[*A list of the schools which have already appeared, together with the dates when published, will be found on page 572.*]

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REPRESENTATIVES OF ALL RANKS.

Reading from left to right the names of the officers and non-commissioned officers are--Standing: Corpl. F. P. Jefson, Corpl. A. F. Meier, Lance-Corpl. R. A. Covil, and Lance-Corpl. C. W. Sharp. Lance-Sergt. T. J. Cocks. Sitting: Sergt.-Instr. Hardy, Lieut. E. C. L. Smith, and [illegible] A. H. Fry.

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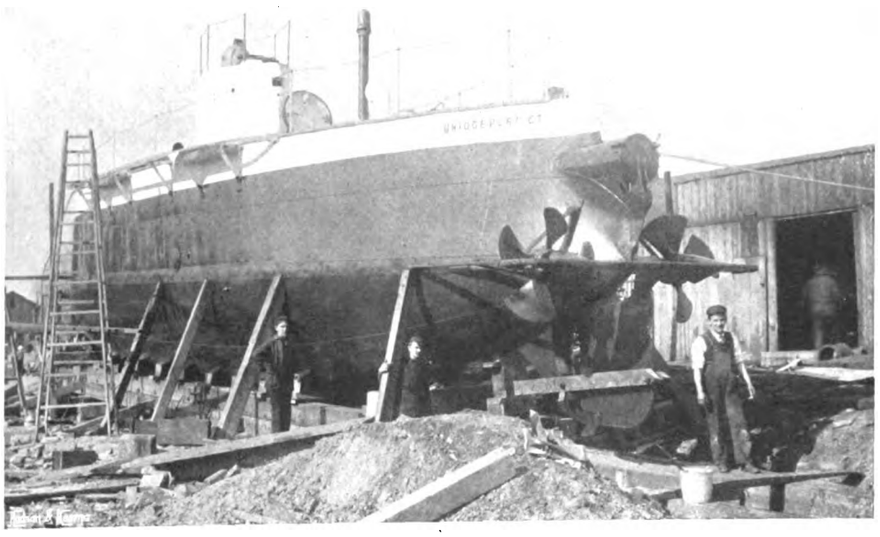
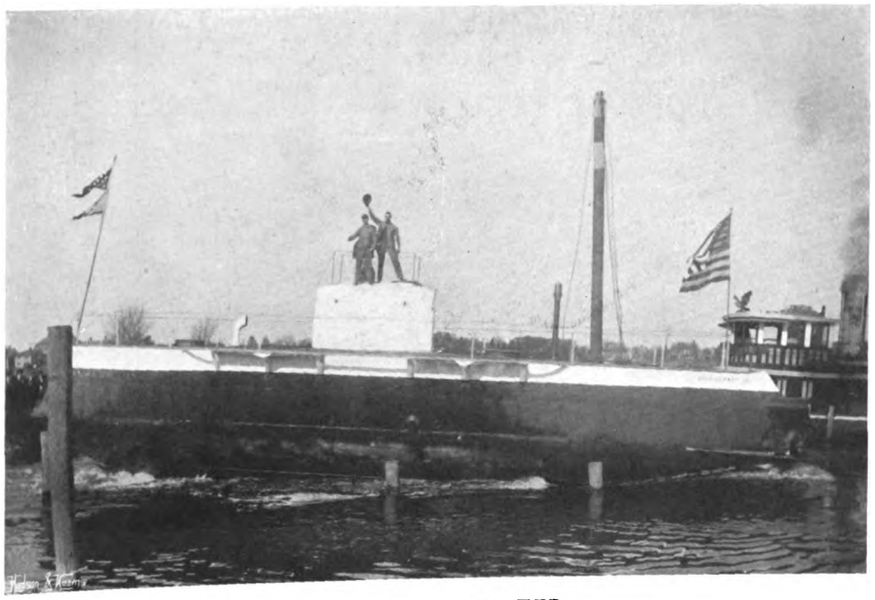
A NOVEL TYPE OF SUBMARINE.



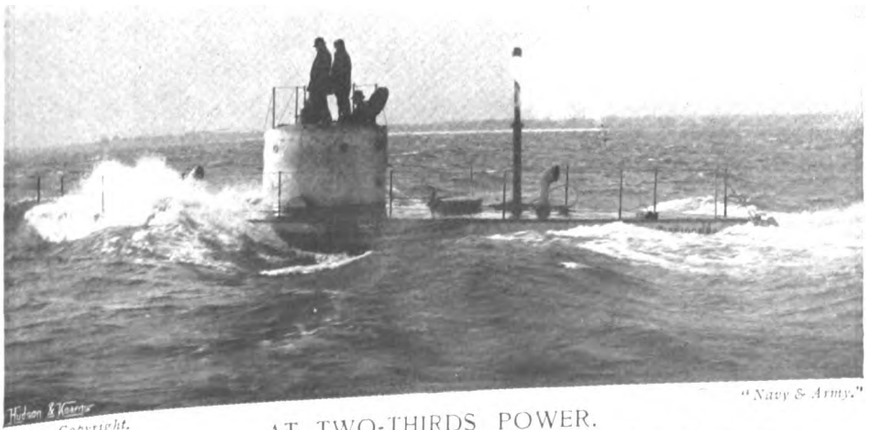
ON THE STOCKS.

The "Protector" at Bridgeport, Connecticut.



TAKING THE WATER.

The launch of the "Protector" at Bridgeport.



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AT TWO-THIRDS POWER.

The "Protector" steaming about twelve miles an hour against a headwind.

THE present year should witness some interesting developments in under-water warfare. In this country the new British boats, "A1"—"A4," will undergo their trials; and the smaller Hollands, "No. 1"—"No. 5," may possibly take part in mimic evolutions. In France, submarine manœuvres are to take place, in order to test the value for offensive purposes of the newest "submersibles." Hitherto these have all been driven on the surface by a steam-engine fed with liquid fuel, but in the newer boats an internal combustion engine will be substituted.

In the United States, an exhaustive series of trials will be carried out, with a view of determining which of two types is the better—the "Lake" type, represented by the "Protector," launched at Bridgeport, Conn., the other day, and the "Holland" type, represented by the several vessels of the "Adder" class. Of these last, only the "Adder" and the "Moccasin" have run their trials, and these do not seem to have satisfied the Naval Board of Inspection.

The "Protector," which is here illustrated, differs mainly from the "Holland" type in that she always submerges on an even keel. The "Hollands" are diving-boats being made to leave the surface and dive at an angle by their horizontal rudders. The horizontal rudders, or "Hydroplanes," of the "Protector," four in number, are placed on the sides of the hull, two on each side, nearly amidships, and these keep the vessel level when she is sinking. Mr. Lake does not believe in the diving principle, but the British diving-boats appear to be quite satisfactory in this respect. Thanks to the ingenious contrivances with which they are fitted, they can dive rapidly, be brought up level at any pre-determined depth, and can keep the same depth during a prolonged submerged run.

The "Protector" is fitted with two wheels, and may be described as an "under-water automobile." The notion of her inventor is that when the conditions are suitable she can be made to roll along the ocean floor on her wheels. In the latter case two heavy weights are let down to the bottom and the boat is then hauled down.

Mr. Lake declares that the "Protector" could run along the Atlantic coast on the sea-bottom with perfect ease, and that she would be useful for mining and counter-mining, cutting and repairing cables, etc. There are many other points in which the "Protector" differs from the diving type. She is driven by twin screws and her gasoline tank is carried outside the shell, thus preventing the fumes from acting injuriously on the crew. She carries three torpedo-tubes, and her speed is expected to be 10 to 11 knots on the surface and 7 knots submerged. The following table enables a comparison to be made between the two types:

	"Lake" Boat.	*"Holland" Boat.*
Length over all	65-ft.	63-ft. 4-in.
Beam	11-ft.	11-ft. 9-in.
Displacement on surface	115 tons	105 tons.
,, submerged	170 tons	120 tons.
Gasoline engine for surface propulsion	250-h.p.	160-h.p.
Electric motor for sub-surface propulsion	75-h.p. for 4 hrs.	70-h.p. for 4 hrs.
Screws	Two	One.
Armament	3 torpedo-tubes	1 torpedo-tube.
Fuel-carrying capacity	1,400 gallons	850 gallons.
Speed on surface (estimated)	10 to 11 knots	8 knots.
,, submerged ,,	7 knots	7 knots.

"In my opinion the 'Lake' boat will be shown before the end of the year to be a far superior craft for Naval purposes to the 'Holland.' Her superiority will not only rest in special contrivances that are fitted to the boat, but in the manner in which her propelling and other appliances have been installed." These words were spoken by Lieut.-Com. John R. Edwards, U.S.N., in his evidence recently given before the Committee on Naval Affairs of the U.S. House of Representatives.

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THE CANTERBURY (N.Z.) MOUNTED RIFLES.

BRITAIN BEYOND THE SEAS.

A WEEKLY STUDY OF COLONIAL NAVAL AND MILITARY INTERESTS.

THERE is no question that the New Year has brought with it a notable revival of public interest of the more thoughtful sort in Colonial matters. Of course by this proposition it is not suggested that public interest in Britain beyond the Seas had latterly been waning, but merely that folks are beginning again to regard Imperial questions studiously and philosophically, instead of allowing themselves to be carried away continually by sudden squalls of sentiment or misunderstanding. This is the more satisfactory because during the past few years we have had so many striking object-lessons connected with the maintenance of Empire, and there is every reason to hope that a period of reflective criticism, following on those extremely practical illustrations of what Imperialism ought and ought not to be, will produce in this current year of grace some sound and well-established doctrine.

Such anticipations are strongly supported by the reception which has been accorded to the *Times* scheme for the reorganisation and redistribution on Imperial lines of the Regular Army. The more carefully one sounds the general opinion on the scheme, the more clearly one is convinced that it has impressed thoughtful men very much more forcibly than any Army project formulated since the days of Cardwell. Apart from the merits of the scheme itself, this in itself is a good sign, and is a very important argument in favour of the view that at last we are beginning to take the Empire seriously. It may seem a queer comparison, but it is still instructive, and a little entertaining as well, to set side by side the *Times* scheme and the proposition brought before the Colonial Conference by Mr. Brodrick, and to note the different fashions in which they have respectively been received and discussed. It goes without saying that this suggestion keeps in full view the dissimilarity in the objects which the two projects in question purport to fulfil; but, allowing for this, the interest aroused in the later case has been, to a striking extent, much more concentrated, and withal more intelligent, than it was in the former. It would be unfair to attribute this entirely to the superior merit of the *Times* scheme. Something must be allowed for the genuine increase of sense and sanity on the part of the public in regard to Colonial questions, an increase brought about by a variety of causes, among which even such contemporary happenings as Mr. Chamberlain's tour must be reckoned.

Last week we dealt in these notes with the scheme in some of its more obvious aspects, by the light mainly of the first article of the "Problem of the Army" series. One or two of the points raised by the present writer were dealt with by the *Times* correspondent in subsequent articles, but not, perhaps, quite conclusively. The question of the quantity of transport available at Cape Town and other Colonial ports for the speedy despatch of troops from South Africa, Canada, and Australia to convenient points of concentration near some threatened section of our strategic front has been treated with authoritatively by the *Times*, and there is no occasion to labour the objection in face of such arguments as have been adduced. But, with an experience of paper schemes, official and otherwise, which has now extended over a score of years, the present writer considers that this matter of transports is likely to prove, if not a flaw in the *Times* scheme, at any rate an obstacle to precise calculation. It must be remembered that one of the most forcible arguments in the first article of the "Problem of the Army" series in favour of transferring a large establishment of Regular troops permanently from this country to South Africa, was contained in the diagram showing the steaming distance from Cape Town to Bombay to be only 12 days, while from Great Britain to Bombay round the Cape was marked 33 days. It is no stretch of imagination to suppose that literally in 33 days, even from the date of the receipt of telegrams at Aldershot and Portsmouth respectively, some thousands of troops could, at a pinch, get to Bombay from England; but, in the case of South Africa, what with intercepting transports, making them ready, and bringing down troops from up country, a substantial reinforcement of, say, the Army in India could not be carried out at all under three weeks. We only say this to emphasise the mistake made in measuring the distance between steaming points too accurately, when other considerations have to be taken practically into account.

On the other hand, a South African, Canadian, or Australian Army Corps or section of the Regular Army would have the immense advantage under the *Times* scheme of being able to reinforce without having to wait for its Reservists. This would mean that it would be assimilated, as regards readiness for active service, to the Army in India. It will be remembered how smartly the latter sent troops to South Africa at a very critical phase of the late war, but the lay student may have overlooked the fact that this was largely because no question of mobilisation intervened, and that, putting aside the need of waiting for Reservists, there is no reason why a British regiment should not be ready to proceed to a port of embarkation within 48 hours. In the case of any redistribution of our Regular Army on Imperial lines this absolute preparedness for an emergency could be cultivated to the fullest possible extent, provided that the transport difficulty had been solved.

The *Times* correspondent proposes that Malta, with certain other Colonial stations, should no longer be garrisoned by Line infantry, but by battalions of the Royal Garrison Regiment. The question how far the increase of the latter organisation to the 20 battalions proposed is justified by the results already attained it would be extremely difficult, not to say invidious, to discuss. It is certain that the principle underlying the formation of the Royal Garrison Regiment is still regarded by many competent critics as open to grave question. Up to a certain point it may be desirable to make some sacrifice for the sake of leaving a military career still open to men who have put in their allotted time with the colours, but the suggestion of increasing colour service to nine years, after which a man might elect to go to the Garrison Regiment instead of the Reserve, might result in weakening the latter without producing a compensating addition to our military strength in any other practical direction. For the man, generally speaking the much-married man, who gravitates to a Garrison battalion cannot be considered the professional equivalent of the Reservist, although he costs very much more. This may not seem a question of grave Colonial import, but it is none the less one which will probably be discussed with some keenness in the Cape Peninsula and at Durban, both of which the *Times* correspondent proposes to assign to the Garrison Regiment. So far as Colonial predilections go, it may be questioned whether at the Cape or in Natal Garrison battalions would be welcomed, except under conditions quite different from those under which they have been hitherto restrictedly employed at Malta, Gibraltar, and Halifax, Nova Scotia.

In the Mediterranean and in Canada there may be scope for employment of Garrison battalions within limits, but elsewhere one would prefer to see schemes of military colonisation boldly handled instead of this extensive application of a principle which, beyond a certain point, becomes doubtful. What is the use of placing at a point like Durban a battalion of comparatively old soldiers costing, with their families, considerably more than a battalion of young ones, efficient maybe as regards musketry and parade smartness, but hardly superior to local Volunteers for any practical purposes of local defence? Again, what inducement is there likely to be to a nine years' man to join a Garrison battalion in the Cape Peninsula, where his pay will be about a quarter of what men in very inferior civil positions are earning? It is true that his family would have opportunities of entering well-paid domestic service; but the wife of a non-commissioned officer, at any rate, ought to be able to live pretty comfortably

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in barracks, without having to seek outside employment. It is much to be feared that, in proposing to increase the Garrison regimental system in order to fit in with his scheme, the *Times* correspondent has gone a great deal farther than is necessary or desirable.

But, as against this and all other criticism of points of detail, it must be admitted that the broad lines of the scheme appeal more and more forcibly to the Imperialist imagination the more carefully one examines them. We are not here concerned to discuss very closely the immense subject of Imperial strategy. That is a matter into which, even when the points at issue seem to be purely military ones, Naval questions must generally enter, just as they did in the case South Africa. But in the spread of Imperialism by not or a saner conception of Imperial requirements, but also a wi diffusion of agencies calculated to foster Imperial sentimen we are very deeply concerned indeed. For that reason t writer, though a carping critic, recognises clearly the gr breadth and genuine importance of the *Times* scheme as whole. He honestly believes that the principle underlying is not only sound in itself. but capable of bearing a gr superstructure of the best sort of Imperial feeling, that wh is based on Imperial good-fellowship as well as on comm resolve to protect common property. IMPERIALIST.

DEFENCE, NOT DEFIANCE.

CITIZEN SOLDIERS IN TOWN AND COUNTRY.

JUDGING from the general drift of the many schemes which have reached us on the subject of Army Reform, there seems to be a growing impression that the defence of the country from a landed enemy should be left almost entirely to the Auxiliary Forces. The old argument that a citizen army cannot have the military cohesion or the necessary training to face an enemy with a reasonable prospect of success is not supported by the teaching of history, and in particular by the recent history of the South African Campaign. In its own country a citizen army, properly organised, has more than once proved itself to be as formidable as the professional invader. There is much importance, nevertheless, to be attached to the limitation that it must be properly organised. In these pages the inestimable value of the Auxiliary Forces has always been acknowledged, and it must be long before the nation can forget the debt of gratitude which it owes to all branches. But it is equally impossible not to recognise that the methods of modern warfare render a higher degree of training absolutely essential for the infantry soldier. However noble and self-sacrificing may be the impulses, however courageous may be the individuals, if the organisation be faulty, and above all the discipline be defective, an Army cannot justly be considered a source of strength, but must rather be regarded as an existing weakness. Yet the attempt of the Government to insist on a certain method of training for the Volunteer Force was found to be so impracticable that considerable modifications in the regulations were soon introduced, and it is by no means unlikely that even further elasticity may yet be given to the rules. We are of opinion that it is indispensable that great liberty be granted to Volunteers as to how they attain the required standard of military skill. By all means a certain standard should be fixed, and that standard as high as reasonable, but the very greatest latitude should be permitted to each individual, or at any rate to each corps, as to how it is to be reached. For many years a degree was obtainable at London University by passing certain examinations. There was absolutely no restriction as to where or how the education had been obtained. Now it would obviously be impossible to evolve an efficient military machine merely by the existence of a number of men who could pass an examination in military subjects. But we think the principle is the one on which Volunteer training should be based. The required standard being fixed, a very free hand should be given to commanding officers as to the means by which they might get their corps to attain it. The less compulsion that can be put upon men the better.

Recently there have been many suggestions that some form of conscription should be enforced in this country. This really does not seem at all necessary. Major-General Sir Alfred Turner, the Inspector-General of Auxiliary Forces, has repeatedly stated that he thinks conscription unsuited to the conditions which prevail in England. He fully recognises how perfectly is the system carried out in Germany, and what great advantages it there possesses; but he asserts that conscription is not suited to the institutions or the constitution of this country. Major Seely, M.P., when speaking recently at Oldham on the subject, stated that he believed there was no necessity for compulsion in order to raise the requisite Auxiliary Army in England. Conscription, he added, would not be accepted by any free country in the world. A display of tact on the part of the authorities, who will for the future have the benefit of the counsel and experience of the Advisory Board, should render the maintenance of the Volunteer Force, both in efficiency and numerical strength, a by no means too perplexing problem. The suggestion of conscription is apt to engender irritation and a distrust which would render all military reform impossible.

Latterly the precise value of the Volunteer Force has been the theme of much discussion, and closely connected with it may be said to be the question of the necessity for its existence. Yet the attention it deserves has hardly been giv to Baron Edelsheim's scheme for the invasion of England Germany. Captain A. T. Moore, Royal Engineers, in co sidering the danger of invasion, thinks that it can only prevented by the possession of a large army for home defen and he adds that by no possible means can an army of regul troops of the required numbers, serving voluntarily, be rais or maintained. Captain Moore is of opinion that we c obtain all that is required without resort to conscription means of a system of compulsory volunteering. This la term, as has been before observed, so clearly explains its that the expression need no longer be regarded as a parado It means, in fact, that every able-bodied man of suitable ag who is not already serving his country in the Navy or th Regular Army, should by law be compelled to become Volunteer. If such were enforced, the existing Militia wou be abolished, as there would be little reason for continui to maintain it in its present form. Now, there is withi doubt much truth in the saying that "one Volunteer is wor three pressed men," but if the idea of coercion be entertaine it is very certain that compulsory volunteering is a far less ex than conscription. Captain Moore, to whose scheme referen has just been made, suggests that these Volunteers by comm sion should be divided into two classes, the first primari for the reinforcement of the Regular Army in offensi operations in case of emergency abroad, and the second cla consisting of ordinary home service Volunteers. But it hardly necessary to remind the reader that some time a Special Service Sections were authorised in the Force, thou as yet the plan can scarcely be said to have met with mu success, and indeed there are many reasons why the divisi of Volunteers into two classes is not desirable. Most, if all, of the objections would, of course, be removed if univers volunteering was enforced, but there is at least some u certainty as to whether it would be possible to keep the fir class up to the required strength. The keen soldier, un the plan proposed by Captain Moore, would prefer mu probably to serve in the Regular Army, and assuredly soon as compulsion was introduced the less keen soldi would elect to serve in the class in which the minimum w exacted. Nevertheless, though there must always be som fault to find in a scheme which embraces compulsory servi in any form, we fully acknowledge that the proposal set forth by Captain Moore has many merits, indeed is quite the bes of the many schemes that have lately appeared.

The position of acting-chaplain to a Volunteer corps ma not in itself entail any great responsibility of a professiona character; yet it is surprising in many cases how intimate the chaplain seems to know every member in a regiment, an the influence for good that he is able to exert. It is, of course by no means invariably the case, but in our own personal experience we have come across several such instances. A conspicuous example, indeed, is the present Bishop of Londo Last year, during the short time he spent in camp with th London Rifle Brigade, of which corps he is one of the chaplains, he won the regard and respect of all ran Another instance may be cited in the person of Archdeacon Sinclair, chaplain of the Finsbury Rifles. At the recent prize distribution of the corps the commanding officer an Sir Albert Rollit both paid a tribute to the good work he h done for the regiment. Speaking of Volunteer chapla recalls to mind a story told in a well-known Artillery corps which was accompanied to camp in the summer by its chaplain. One morning the chaplain was being shave outside his tent by the regimental barber, who showe unmistakable signs that he was unnerved by dissipation o the previous night. As might be anticipated, the chapla was cut, and blood flowed freely down his chin. He looke up reproachfully at the artist in hair and said, "You see, my man, what comes of hard drinking." "Yes, sir," replied the barber consolingly, "it does make the skin very tender." TRAINBAND.

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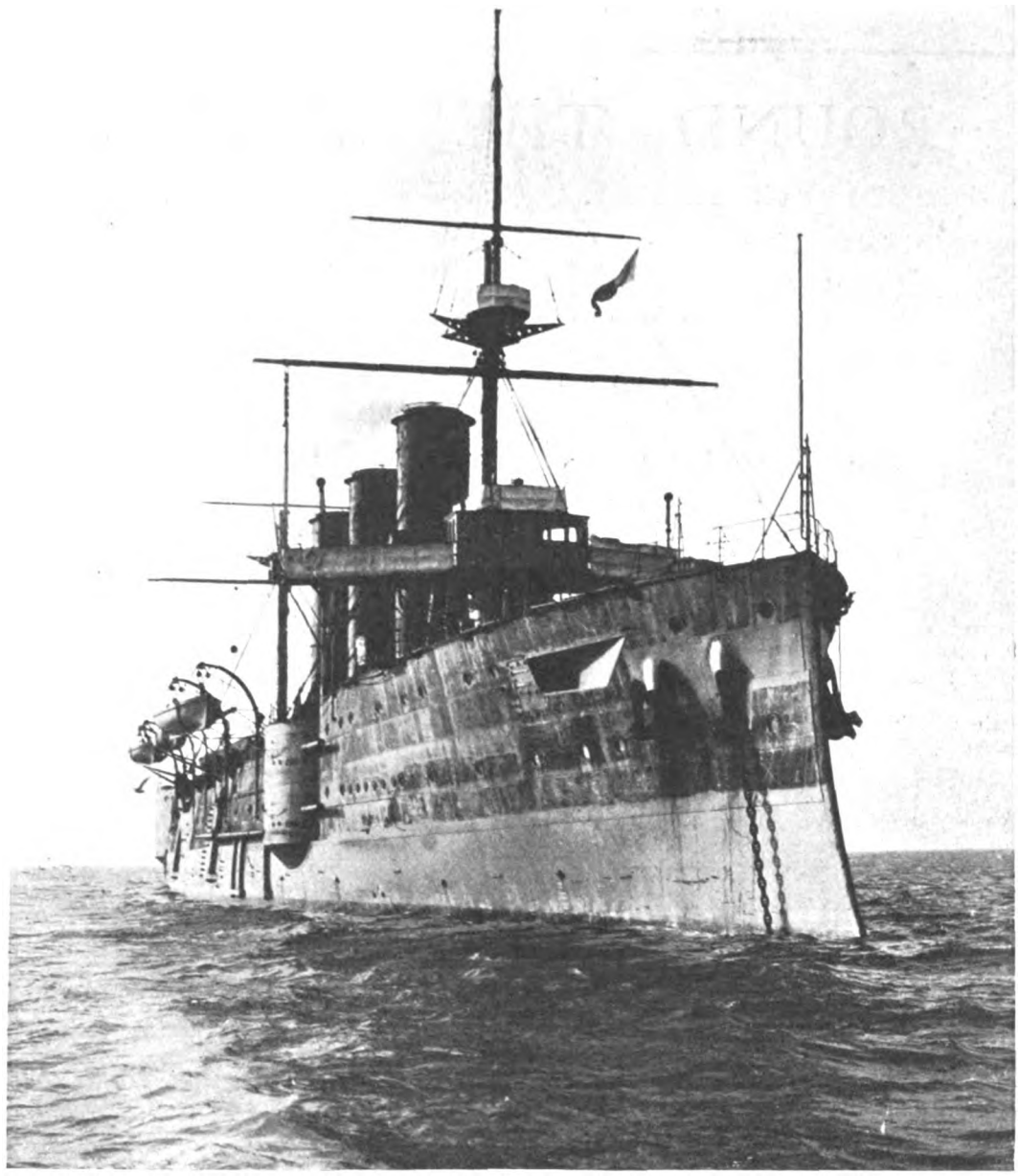
THE "KENT" TROPHY.

THE territorial naming of war-ships has been suspended *pro tem.* by the Lords of the Admiralty, although no reason is advanced for the cessation. It may be that the public has not taken that interest in the ships which it was hoped to evoke; but whatever may be the reason, this step is to be regretted. We have at present sixteen *County* cruisers in various stages of construction, and yet in only two of them has the interest of the public in the counties thus honoured taken any tangible form.

The Association of Men of Kent and Kentish Men decided, now nearly three years ago, to get a ship named after their county, and, having succeeded in doing so, when the "Kent" was launched on March 6, 1901, they forthwith proceeded to mark their appreciation of the honour by offering to present to the ship a silver model of herself, to be competed for annually by the guns' crews. The First Lord of the Admiralty gave the scheme his hearty support, and it was decided that the model should be included among the fixtures of the ship consigned to the charge of the captain, and that when she was out of commission the Mess Committee of the Royal Naval College, Greenwich, should have the care of it. This offer was only what one would have expected from such a patriotic society as that of which Lord Harris is the president, but, alas and alack, their excellent example has not been followed.

In the United States Navy the state or city after which a ship of war is christened presents the prospective officers with a service of plate, or some sort of trophy, a custom which once obtained in our own Navy. But the "Kent" trophy will serve a further and more useful purpose, firstly, by linking the ship with the shore, and secondly, by the improvement of the gunnery in that ship. Naval gunnery is, despite the agitation in the Press, which has done its best to call the attention of the Admiralty to a state of affairs with which My Lords are doubtless better acquainted than any journalist living, not at the very zenith of its popularity (which is perhaps as well, as there are still hopes that it may ultimately get there), and anything that is done tending to improve it is to be welcomed.

The lead given by Kent has not been largely followed. The "Essex," the "Monmouth," the "Bedford," the "Lancaster," the "Cornwall," the "Berwick," the "Donegal," the "Cumberland," and the "Suffolk," have taken the water, and yet of all these the last-named is the only one in which anyone appears to be taking any interest, the ladies of Suffolk having decided to present a large silken flag, to be used only on special occasions. And yet the popularity of the Navy is unquestionable. We all admire and esteem the "Handy-man" (horrid expression!), but it must be admitted that we do wondrous little to transform our sentiments into practical interest. Is it that we grudge putting our hands into our pockets, or is it that we are, like sheep, lacking a leader? The "Kent" is notable for another reason: the name is one of great historical interest in our Naval annals. She was the first of the *County* cruisers to be launched, while the "Suffolk," which was laid down on the same slip, was the last of the first batch to leave the ways. It will be remembered that at that time a considerable number of launches of war-ships took place, four battle-ships and four armoured cruisers all being launched within a few weeks. Those eight vessels were the "Russell," "Montagu," "Albemarle," "Duncan," "Drake," "Good Hope," "Bacchante," and "Kent." They are now fast approaching completion, and three, indeed, are already in commission. When they are all completed they will represent more than £8,000,000 of public money, and will have an aggregate displacement of more than 100,000 tons in excess of the tonnage of the entire British Fleet at Trafalgar.



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THE "KENT."

The first completed cruiser of the "County" class.

At a time when we have just witnessed the launching of the "Suffolk," it seems appropriate that we should give a presentment of the completed "Kent," with which this new class was so happily inaugurated. In the case of the latter the territorial sentiment which the Admiralty wished to stimulate has already been displayed in a very pleasant fashion, and a handsome piece of plate will shortly be presented to the ship, towards which both Kentishmen and Men of Kent have readily and handsomely subscribed.

The "Kent" has a displacement of 9,800 tons, and her length is 440-ft. Her armoured belt has a maximum thickness of 4-in., and she has also an armoured deck of 2-in. Her heavy guns, 6-in. quick-firers, are fourteen in number, and are placed two forward and two aft on twin mountings inside 4-in. barbettes surmounted by shields of similar thickness. The remaining ten are distributed in casemates on the upper and main decks.

The "Kent" is fitted with 31 Belleville boilers built, as are also the engines, by Messrs. Hawthorn, Leslie, and Co. The twin screws have not given satisfaction in the "Bedford" and the "Kent," and they are to be enlarged. Each screw is actuated by an independent set of vertical triple-expansion engines, with one high, one intermediate, and two low-pressure cylinders of 11,000 h.p., giving a total i.h.p. of 22,000.

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MONTE CARLO: THE CASINO GARDENS

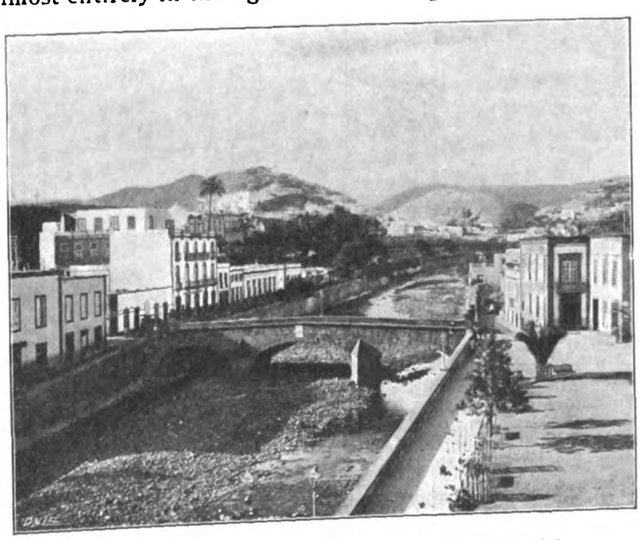
ROUND THE WORLD.

THE CANARY ISLANDS FOR HEALTH OR PLEASURE.

NOT many years ago both Madeira and the Canary Islands were regarded almost entirely in the light of health resorts, pure and simple, and with the exception of those affected with consumption, incipient or otherwise, comparatively few pleasure-seekers then visited the islands. But since the medical profession has advocated in favour of high altitudes for the more effectual treatment of this dread disease, the invalid element is gradually disappearing, and the *bonâ-fide* pleasure-seeker is now much more strongly in evidence.

The Canaries, with which we are at present concerned, are a group of islands—of which Grand Canary and Teneriffe are the two principal—situated off the west coast of Africa, about 800 miles south of Gibraltar and 200 miles south of Madeira. So simple and inexpensive is the journey nowadays—the voyage occupies from four and a-half to seven days—that anybody with a month at his disposal and £15 in his pocket is enabled to spend a most enjoyable fortnight's holiday at one of the best hotels in the islands, in addition to a first-class passage either way. Allowing for the time spent in travelling, the trip can very well be done within a month. Thus it will be found, by the most simple of calculations, that the daily expense works out at the ridiculously low sum of ten shillings, or considerably less than would be the cost of staying at any first-class hotel.

You would like to know how this is to be done? All you have to do is to call at any of Messrs. Elder, Dempster's offices (I believe there is one in St. Mary Axe), and pay over the necessary cheque for £15; the rest is all plain sailing. The first seven days are spent aboard one of the splendid steamers belonging to this company, at the head of which, by the way, is Sir Alfred Jones, whose latest achievement in the shipping world, the Imperial Direct West Indian Line, is still fresh in our memory. Then follows what is probably the most enjoyable part of the trip—a fortnight ashore, spent at the company's expense, at one of the most luxurious hotels in Las Palmas. Since so many misleading statements have from time to time appeared in the Press with regard to the drainage and water supply in these islands, it is well to state here that both the drainage and the sanitation at the Hôtel Métropole are beyond suspicion, having been specially planned by English experts. The magnificent *patio*, or lounge, provides seating accommodation for fully 150 guests, and is a favourite after-dinner resort.



LAS PALMAS, WITH ITS FLAT-ROOFED HOUSES.

The next thing which requires consideration is, In what way can the visitor amuse himself? Golf and cricket are indulged in by a few, but the greatest attraction of all is without a doubt the magnificent scenery and the lovely climate. These alone are sufficient compensation for the time spent in travelling. The varied and charming excursions, which may be undertaken either on horseback or in carriage, are naturally a great attraction. Few people go to the exertion of walking in the Canaries, locomotion being so cheap, while as to cycling, the roads are not altogether suited to it. In Las Palmas the flat-roofed houses are characteristic of the town, which has quite an Oriental appearance. There are a cathedral and a new theatre, both of which, by reason of their greater height, rise conspicuously above everything else. In other parts of the island the hotel accommodation is, unfortunately, often very poor and different, hence the necessity to take with one picnic hamper when setting out for a long excursion into the interior.

THE SPACIOUS LOUNGE OF THE HOTEL METROPOLE.

The other island spoken of, Teneriffe, is perhaps the more interesting of the two; it is also a great favourite among those wishing to escape from the damp and fog of an English winter. The steamship services from this country include, besides the Elder Dempster Line already referred to, the Union-Castle Line from Southampton, by which the journey occupies only four and a-half days, and the Forwood Line from London. The capital of the island is Santa Cruz de Santiago, situated at the north-

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east corner. All the mail steamers call at this port, consequently all who winter in Teneriffe are afforded an opportunity of visiting the principal commercial port of the island. Although Santa Cruz offers but scanty amusements for a prolonged stay, it is a fact that it enjoys an exceptionally dry and sunny climate.

Formerly the capital of the island, La Laguna, which is situated about five miles from Santa Cruz, stands nearly 1,800-ft. above sea level. It is said to be the most fertile spot in the island on account of its abundance of moisture. As a matter of fact, La Laguna is even preferable in summer to winter, at which season many wealthy Spanish families go there to escape the heat of Santa Cruz. The two towns have recently been connected by means of an electric tramway. The hotel accommodation is first-class, the Aguere and Continental being the best. The peculiar costumes worn by the peasantry around La Laguna are particularly striking, the white knickerbockers and bright-coloured waistcoats being especially noticeable.

Also only a comparatively short distance from Santa Cruz is the village of Tacorante, with its comfortable, well-managed hotel (Camacho's). Those so disposed can either lunch here, on the way to Orotava, or leave this important function until Matanzas is reached. In the latter case the traveller must content himself with the kind of fare usually served at a Spanish *fonda*.

The fashionable health resort of this island is Orotava, whence the excursion to the famous Peak of Teneriffe is usually made. It is not at all unlikely at first that the visitor may find Orotava a little confusing, as there is La Villa de la Orotava, which means the village of Orotava, and Puerto de la Orotava, which means the port of Orotava. The two places are distant two miles apart, and attract by far the greater number of English visitors. At the port the Hotel Martianez, with its charming gardens and excellent cuisine, is exceedingly comfortable. It is, moreover, run in connection with the Aguere in La Laguna. The climate of this part of the island in winter is almost perfect, and resembles in some respects an English summer without any of its disadvantages. But even here visitors are compelled to rely largely upon their own resources in the matter of amusement. There is little difficulty in providing one's self with a suitable outfit, as the same clothes that would be worn in a moderately warm English summer are all that is necessary. Fortunate is the visitor who goes out provided with a few introductions to English residents, for he will then be entertained in a manner never before dreamed of, the inhabitants being well known for their hospitality to strangers.

THE HARBOUR OF SANTA CRUZ, TENERIFFE.

SOME TOURS FOR THE SPRING.

We have already been favoured by a copy of the little booklet which Messrs. Gaze publish containing particulars of their conducted tours arranged for the early spring. Those who are still hesitating where they will go in the spring cannot do better than follow the advice given here, and join one of Messrs. Gaze's parties leaving London on the following Thursdays, March 5 and 26 and April 9, and visiting Paris, Bâle, Lucerne, Lake of the Four Cantons, St. Gothard, Lugano, Lakes of Lugano and Como, Milan, Verona, Venice, Florence, Rome, Pisa, Genoa, Turin, and Aix-les-Bains. The tour occupies exactly a month from the date of leaving London until the return. If preferred, when the visitor reaches Rome he can obtain a supplementary extension enabling him to visit Naples, Mount Vesuvius, Pompeii, the Orange Groves of Sorrento, the Island of Capri, etc., instead of the other places named. It will be seen that these tours cover most of the show places of Southern Europe, while the fares, which include hotel and all incidental expenses, strike one as being exceedingly reasonable.

FORTHCOMING EVENTS IN NAPLES.

The Naples spring races will commence on March 25, the other days being March 29 and 31 and April 2. The chief races are the City of Naples Grand Prize of 20,000-fr., the Commerce Prize of 10,000-fr., the Handicap Campo di Marte of 6,000-fr., and Two Year Old Race for 7,000-fr. There will also be a steeplechase for the military, a general steeplechase, and a race for hunters. The total sum of prizes offered is 69,500-fr.

Baroness de Rothschild, who is staying at Bertolini's Palace Hotel, which is becoming quite a favourite among the aristocracy, has been very generous in sending donations to various beneficent institutions in Naples.

The Grand Hotel Santa Lucia is now properly open, and the completeness and richness of its appointments make it one of the best hotels in Naples. As it is not very large, it will therefore appear all the more comfortable to many persons who dislike big *caravanserais*.

MOUNTAIN SCENERY NEAR LAS PALMAS.

QUERIES AND REPLIES.

WINTER AND SPRING IN SORRENTO (PERPLEXED).—Sorrento gets plenty of sunshine in winter and spring, although, owing to its more northerly aspect, it is cooler than Naples. Recently the sanitary system of Sorrento has undergone many improvements, thanks to Signor Tramontano, who has done so much for the town. Spring opens early in Sorrento, and is really the most enjoyable season of any, the country being redolent with the scent of orange and lemon groves. There are numberless walks and drives from Sorrento, the drive to Amalfi having a world-wide reputation. There are two exce lent hotels in Sorrento, one the Hotel Tramontano, the other the Hotel Victoria. Both have nice gardens and command lovely views of the bay. The rooms are kept at a comfortable temperature in winter, and the cuisine and service leave little to be desired. The former is the property of Signor Tramontano, while the latter is owned by Fiorentino Brothers.

HOT BATHS AT CASAMICCIOLA (RHEUM).—From Naples the journey to Casamicciola, where are situated the famous hot springs, may be made direct by boat, or else by taking the train to Torre Gaveta and thence an hour's journey by boat. For gout or rheumatism these baths have proved efficacious in a number of instances. The climate is de'ightful, and the scenery very beautiful. At Casamicciola, the Hotel Piccola Sentinella has the reputation of being very comfortable and particularly suited to invalids. We believe that a simple and efficacious course of baths may be had for £3 or £4. The baths can be reached from your hotel in small carriages, which will convey you there and back for a shilling fare. We have no information as to the *pension* accommodation; no doubt you would meet with a suitable one after your arrival. Beyond Casamicciola, Lacio, with its industry of straw work, is reached. A favourite drive is the one round the island, which enables the visitor to see within a short time all that is most interesting to the eye. In this way Forio, with its pre'ty bay, can be seen; and descending from Ponza, the Fumaroli, where eggs can be boiled in the smoking sands.

HOTEL IN MENTONE (LEX).—The Hotel des Anglais would, no doubt, meet all your requirements. It is situated at Garavan, on the East Bay, and has lovely views of both mountain and sea. We may mention that the drainage has recently been overhauled and brought up-to-date, besides having many other modern improvements, such as vapour heating, etc. Under the excellent management of M. Arbogast, who is also the proprietor, the comfort of visitors is well looked after, and complaints are rare. As to terms, you had better write to M. Arbogast direct, as they vary according to the season.

SITUATION OF AIRE-SUR-L'ADOUR (SUNSHINE).—You ask where Aire-sur-l'Adour is. The nearest town of importance is Bordeaux, distant about 113 miles. The climate is not unlike that of Biarritz—bright and bracing. You have the choice of two or three routes from England, but we understand the quickest and most direct is *viâ* Calais, Paris, and Bordeaux. The General Steam Navigation Company's boats run from London direct to Bordeaux, whence the remainder of the journey is by rail. This Company's boats, although small, are very comfortable.

WHERE TO STAY AT ST. JEAN DE LUZ AND BIARRITZ (QUO VADIS).—You would find the Hotel d'Angleterre an exceedingly comfortable hotel to put up at; the rates are from 10-fr. a day. Probably you would be able to obtain a reduction for a prolonged visit. As to Biarritz, there are the Grand and the Victoria, both of which can be highly recommended. If you are a golf player you would no doubt find the Palais better suited to your purpose, as the restaurant belonging to the golf club is run in connection with this hotel. Visitors staying at the Palais have the advantage of lunching at the club restaurant without extra charge. The Grand is unquestionably quite one of the best and most comfortable hotels in Biarritz. In case you would care to stay at a *pension* in St. Jean de Luz, we can strongly recommend Mrs Keyworth's villa. The proprietress is an English lady, and only takes a limited number of guests.

NOTICE TO READERS.

Trustworthy and reliable information on all matters relating to Travel may now be obtained of this journal free of charge. All a correspondent has to do is to state his requirements as briefly as possible (numbering each question separately) in a letter addressed to the "Travel Department, NAVY AND ARMY ILLUSTRATED, *20, Tavistock Street, Strand, W.C.," and a reply will be sent by post; or the information will appear in these pages, under the heading of "Queries and Replies."*

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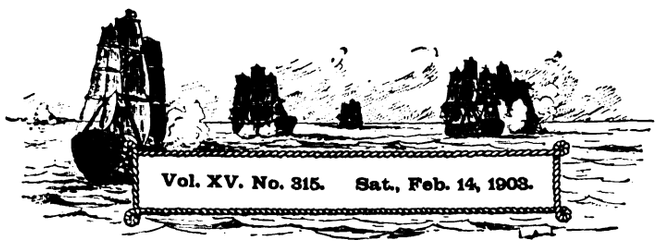

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MEMS. FOR NAVAL AND . . . . . MILITARY MESSES. .

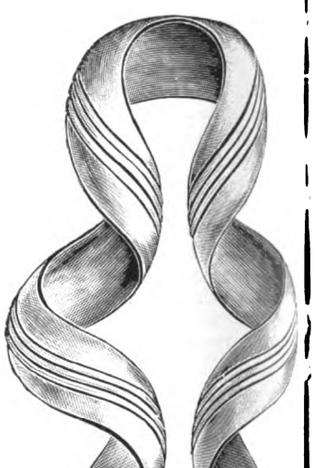
SCOTLAND has long been in need of an institution for the reception and education of the children of seamen and soldiers, similar to the Duke of York's Military School in London and the Royal Hibernian Military School in Dublin. The form of the proposed Scottish National Memorial to her late Majesty Queen Victoria has not yet been fully determined, nor has it been decided what is the most fitting memorial to those gallant Scotsmen who have fallen in South Africa. It has therefore been suggested that the two memorials should be associated, the institution of which for many years Scotland has been so much in need being established as a "Queen Victoria Memorial School for the Sons of Scottish Sailors and Soldiers," at, and in connection with which, there could most fittingly be erected a national monument to the Scottish heroes of the late war. It has been suggested that this should take the form of a church in connection with the school, in which special memorials to the different regiments could be placed. The Government has intimated that, in the event of such a school being provided, its annual maintenance will become a public charge in the same manner as that of the Duke of York's and the Royal Hibernian Schools. His Majesty the King has been pleased to approve the proposal that the Scottish National Memorial to the beloved personality and glorious reign of her late Majesty should take this form. The school will be conducted on the lines laid down for the Duke of York's and Royal Hibernian Schools, subject to any modifications the governing body may find necessary in the case of a Scottish institution. This appeal for so important and useful an object will, it is hoped, be responded to with the well-known loyalty and patriotism of the Scottish nation. A sum of about £50,000 will be required to enable the scheme to be carried out, and a meeting will be held in Scotland in the spring, at which the result of this appeal will be reported.

Messrs. Cassell and Co. are shortly publishing a new weekly, to be entitled *Men and Women*, which George R. Sims will edit. Any paper over which this versatile and brilliant journalist presides is bound to be interesting, and one hardly associates anything but success with the name of Cassell and Co. The editor will write a series of sketches, under the title of "Young Mrs. Caudle," which promises to be vastly diverting, and a hundred and one topics of the day are to be touched upon in this new production, which we hope to see on the bookstalls this week.

With reference to the notes concerning the Union Jack Club in a previous issue, we are desired to state that the idea of the club did not originate from official sources. Indeed, we were well aware of the fact, and expressly stated that it had "the favourable support of the Admiralty and War Office," in order that it might be seen that outside influences had originated the scheme. We believe that it is to Miss McCaul, who worked as nurse in South Africa under Sir Frederick Treves, that the plan is primarily due.

The Album presented to General Sir John French, on January 14 last by the county borough of Brighton, on the occasion of the granting the General the Honorary Freedom of the Borough is illustrated on page 555 of this issue. The Album measured 12-in. by 10-in., and consisted of four vellum hand-painted pages mounted, and beautifully bound in rich deep maroon levant morocco inlaid with blue leather, ornamented and lettered in gold "Certificate of Honorary Freedom—General Sir John Denton Pinkstone French, K.C.B., K.C.M.G." surmounted with the arms of the county borough of Brighton and lined with green watered silk. The front page consists of the arms of the borough of Brighton in full heraldic colours and painted views of the New Palace and West Pier, mounted and embellished with handsome tinted borders. The title-page was illuminated with the same inscription as on the cover, and ornamented with painted views of the Aquarium and the Royal Pavilion, the whole finished with a delicately-tinted border. The third page contained the vote of the Council engrossed and illuminated in gold and colours, and the signature of the Mayor, the Town Clerk, and the official seal of the borough, and read as follows: "It was resolved that the Council do hereby, in pursuance of the Honorary Freedom of Boroughs Act, 1895, confer upon General Sir John Denton Pinkstone French, K.C.B., K.C.M.G., commanding the First Army Corps and commanding the troops at Aldershot the Honorary Freedom of the County Borough of Brighton, in recognition of his gallant, successful, and distinguished services on behalf of the British Empire, and do admit the said General Sir John D. P. French to be an Honorary Freeman of the County Borough of Brighton accordingly." On the fourth page was engrossed and ornamented in colours the names of the aldermen and councillors. The designing and execution of the work was entrusted to Messrs. John Beal and Son, Brighton.

The following are the particulars of the Sirdar Rubber Company, Limited, exhibit at the Crystal Palace motor show: Carriage wheels of their own make in various standard sizes and patterns for all kinds and weights of carriages, from the lightest buggy to the heaviest coach wheel fitted with patent buffer solid rubber tyres; wire motor-car wheels and Artillery motor-car wheels cut from the finest selected cleft oak; these are shown in various standard Wolseley, Napier, Panhard, etc., patterns, which they supply in plain wood or painted any colour required; buffer tyres made in all sizes for the lightest and heaviest motor-cars up to six-ton vehicles; large sections are shown as used on fast and heavy cars, such as the War Office and Napier cars, which run up to nearly forty miles an hour. Thus it is seen how the old objection that solid rubber tyres could not be safely used at such high speeds has been overcome, at any rate so far as patent buffer solid rubber tyres are concerned. In addition to these improved solid rubber tyres and wheels they exhibit an invention which is of the utmost importance to the trade and user, but which we are told cannot be used until next year. We refer to pneumatic motor tyre and bicycle tyre covers made endless, which compress automatically without any foreign substance both laterally and longitudinally. We illustrate how the Sirdar tyre is made endless with compensating twists, so that when the coils are undone the whole of the outer surface of the endless tyre is put under compression both laterally and longitudinally.



The following is a list of Public School Cadet Corps which have already been published in NAVY AND ARMY (see page 564). Bradfield College, February 23, 1901; Berkhamsted School, April 20, 1901; Blairlodge, May 4, 1901; Brighton College, December 14, 1901; Cheltenham College, August 3, 1901; Charterhouse School, March 1901; Chatham House College, Ramsgate, March 15, 1902; Clifton College, January 18, 1902; Dulwich College, November 16, 1901; Exeter November 15, 1902; Eastbourne College, October 19, 1901; Felsted School, June 29, 1901; Forest School, Walthamstow, February 1, 1902; Haileybury College, July 20, 1901; Harrow, May 18, 1901; Highgate School, December 29, 1901; Lancing College, February 15, 1902; Marlborough College, June 15, 1901; Malvern, October 25, 1902; Rugby March 23, 1901; Rossall School, September 21, 1901; St. Paul's School April 6, 1901; Stonyhurst College, August 17, 1901; Sherborne College October 5, 1901; Trinity College, Glenalmond, September 7, 1901; Winchester College, June 1, 1901; Wesley College, Sheffield, November 1901; Whitgift Grammar School, November 2, 1901.

Macmillan's Magazine for this month contains a sketch of the career of Sir William Monson, the Elizabethan Admiral, by Mr. W. Fletcher, which is a most interesting and instructive article.

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THE
NAVY & ARMY
ILLUSTRATED.

VOL. XV.—No. 316.] SATURDAY FEBRUARY 21st, 1903.

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A NEW COLONIAL GOVERNOR.

ADMIRAL SIR F. G. D. BEDFORD, G.C.B., GOVERNOR OF WESTERN AUSTRALIA.

Sir Frederick Bedford, who leaves England this week to take up his new appointment, is a very popular, able and distinguished officer, who entered the Navy in 1852, and has a very full and varied record of war and other service. He is a Crimean veteran, and an ex-Commander-in-Chief of the Cape and West Africa station, in which latter capacity he conducted the Benin Expedition and other important operations. He has further held the North America command and the post of Second Sea Lord. His present appointment is an interesting sequel to that of Sir Harry Rawson to the Governorship of New South Wales.

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NAVY & ARMY ILLUSTRATED.
A PICTORIAL RECORD OF THE WORLD'S NEWS.
OFFICES: 20, TAVISTOCK STREET, LONDON, W.C.

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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

The Editor will be glad to hear from Naval and Military officers who are willing to write descriptions of sporting adventures they have experienced. He would like to see any photographs that may have been taken, especially those of the "bags" made.

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THE BRITISH GRENADIERS (NEW VERSION).

IT is exceedingly unfortunate for the Army that, whenever much attention is paid to it by the general public, the cause of its attracting notice is nearly always something which the newspapers are able to label "outrage" or "scandal." Happy the nation which has no history, and happy the Army when no one is talking about it. By this time everyone must have heard at least half-a-dozen accurate and unimpugnable accounts of the facts connected with Colonel Kinloch's retirement. We do not propose to serve the story up again; we should be only too glad, for the sake of the Service, if it could be passed over without mention, and allowed to drift out of recollection. But, since it is to be discussed in Parliament, and since its outcome one way or another may have a good deal of effect upon our Army system, it is just as well that we should state our view of the matter, which we believe to be also the view of most men in the two Services.

In the first place, all such men have received the statements made by Admiral Cochrane (it is true, upon the unsupported assertion of his nephew, Mr. Leveson-Gower) with surprise, incredulity, indignation, and regret. They could scarcely believe that in one of the most honoured and respected regiments of the British Army such practices as Admiral Cochrane alleged could have been carried on. It is true that Admiral Cochrane exaggerated the frequency of these mock courts-martial. He spoke as if they happened every few days; whereas, according to information since published, there have only been seven in the course of the past three or four years. But, as regards the particular cases he mentioned, the facts as to the punishment inflicted are hardly in dispute, and they reveal a state of things which is regarded either from a social or from a military point of view as disgraceful and humiliating. The only consoling thought is that they stand by themselves, and must not be looked upon as representative of any phase of Army life.

It is quite true that in most regiments subalterns' courts-martial are occasionally held. But their purpose in most cases is to point out to ill-bred or thoughtless young men that their conduct is displeasing to their comrades of the better sort. In this way they have sometimes served a useful purpose, but we cannot help regarding them altogether as traditional relics of a ruder and more barbarous age. They have, of course, always been held with the cognisance of the authorities. That is to say, the authorities knew about them, and did nothing to put a stop to them. This, it seems to us, was a mistake, and the fact certainly allows of some sympathy being felt with Colonel Kinloch. It is hard upon him to be selected as a scapegoat and to be severely punished for a fault of which every commanding officer has been guilty, just because the case against him happened to be taken up in quarters which have influence at the War Office. It would, at any rate, have been fairer to him that he should have been tried by court-martial, instead of being subjected to a summary degradation at the hands of his Commander-in-Chief against which he has no right of appeal.

We say this, of course, assuming that Colonel Kinloch did not countenance these informal tribunals so far as to hand offenders over to them and that he was unaware of the character of punishments inflicted by them. If he knew that officers were caned upon their bare flesh for offences connected with regimental duty or discipline, and failed to take any notice of the proceeding, then he has undoubtedly met with the fate he deserves. If, on the other hand, he was ignorant of what was going on in the regiment under his command, as his brother-officer, Mr. Bromley-Davenport, would have us believe, his retirement is equally well justified. No officer is wanted in the British Army who cannot do the work for which he is paid by the nation, and it is certainly one of the duties of a commanding officer to put down anything like systematic bullying. If the cases are so few, as has been stated, and if, as it is also reported, Colonel Kinloch made a serious report to the officer commanding the London District about the one which formed the chief subject, as it was the chief cause, of Admiral Cochrane's speech, then there is a good deal more to be said for him than some people imagine. This will, no doubt, be made clear when the question of his responsibility is fully discussed in the House of Commons.

Without going so far as some violent critics of the Guards, notably the Marquess of Queensberry, who, determined to live up the eccentric traditions of his family, has demanded that the Household Regiments shall at once be disbanded, or something equally ridiculous—we cannot help hoping that, whatever becomes of Colonel Kinloch's appeal to public opinion, the young officers who have exposed themselves to so much ridicule and contempt will, if their conduct is proved to have been as Admiral Cochrane describes, be very severely dealt with. Those who have taken part in the proceedings complained of by Mr. Leveson-Gower must be brought to judgment. It is curious that Mr. Leveson-Gower's story is, so far, not corroborated by the story of the other two young officers who figured in it. Indeed, the father of one of them has actually written to the papers to say that he has assured Lord Roberts of his entire confidence in Colonel Kinloch as a commanding officer. But, if the facts should turn out to be as Mr. Leveson-Gower, through his solicitors, has put them before the public, then there must be such changes in the Grenadier Guards as will re-establish the regiment in public confidence and esteem.

Clearly, the training of the Guards is not by any means what it ought to be, either for officers or for men. One cause of this is the fact that a large private income is a necessary qualification for service in the Brigade. So long as this continues to be the case, the field from which officers can be drawn must be a small one, and we cannot expect to get the best material. Only by lucky chance shall we obtain the kind of men who make soldiering a real profession. And the effect of a second-rate class of officer upon the ranks is very bad indeed. If an improvement in this respect should result from the present "scandal," some will have come out of evil, and the "unfortunate incidents" which have sprung to light need not be entirely subjects for regret.

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A DAY IN THE LIFE OF ♣ ♣ ♣ ♣ AN IRISH GUARDSMAN.—I.

By VETERAN.

"TRA-RA—TRA-RA!" a long-drawn wailing bugle call resounds through the barracks, calling the sleepers back to life—back to the daily routine of soldiering which they had left behind them in their journeying through the land of dreams. Ere the last note of réveille has sounded, some of the bed-clothes are pushed back, and with a yawn and a stretch a few of the more active jump to the floor, and begin the business of the day. Others—especially the older hands—raise themselves to a sitting posture in their beds, and unearthing a packet of "fags" (cigarettes) from a trousers pocket, a match is struck, and in a twinkling clouds of smoke are being blown about the room, while free-and-easy remarks, chiefly of a jocose nature, are added as a spice of enjoyment to the reveed.

The experiences of the night before, whether met with in town or in the canteen, form the staple subject of conversation, and just in the middle of it, the orderly sergeant pops into the room, and with a strident "Out of bed here!" quickly induces the dilatory ones to quit the warmth of their blankets and betake themselves to putting things in order. Conversation becomes much less connected, and activity reigns on all sides.

The first consideration is to make the bed. Two blankets are carefully folded in creases, with the folds showing outwards; the sheets are similarly dealt with and placed between the two blankets, and these again are wrapped round with a third blanket. The pieces of the mattress, or "biscuits," as they are familiarly called, are then piled on each other, and the folded blankets and sheets are placed on top of this pile, in the manner shown in the right-hand corner of the illustration. Every crease of the blankets and sheets must be in line with each other—one must not overlap the other—or peradventure the orderly sergeant or company officer will pull the whole edifice down, and the unlucky wight who owns them will have the trouble of doing his work all over again. Frequent lapses on his part in this direction will even bring on him more serious consequences; but this seldom happens, for soldiers pride themselves on their neatness in making their beds, and the clumsy hand at it falls in for an amount of chaff which soon spurs him on to make himself more expert.

As soon as the beds are made a visit is paid to the wash-house and a hasty ablution performed, after which belts are taken down from the pegs and a final touch is given them in preparation for the morning parade. A good soldier usually cleans these overnight, leaving for the morning nothing but the finishing touches to be laid on. By the time this is done, and the parade clothes are well brushed, the "taps" (breakfast bugle) sounds,

REVEILLE—GETTING UP.
Hesitating to quit the blankets.

MAKING BEDS.
Arranging the blanket folds.

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FATIGUE DUTY.
Orderly men cleaning up.

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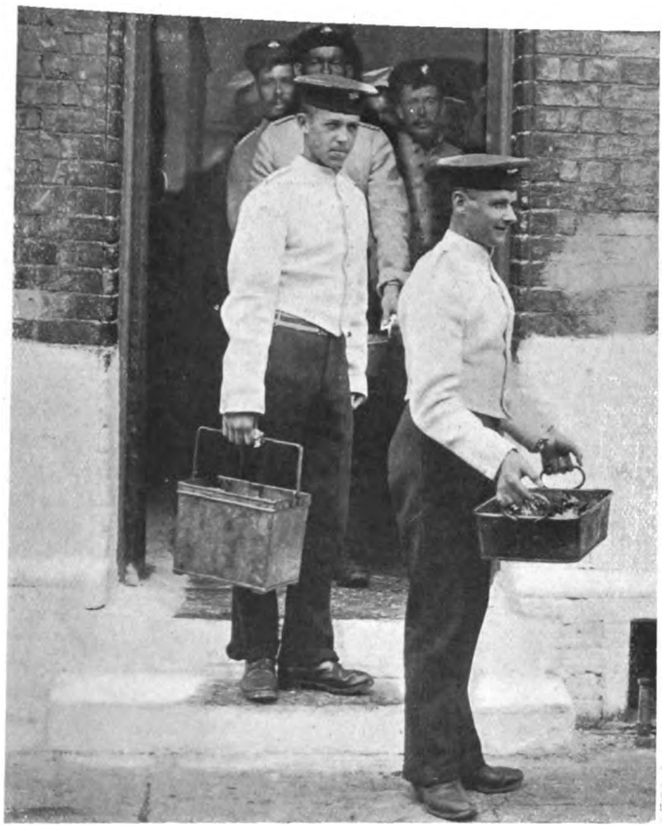

and the orderly men make their way to the cook-house, coming back in a few minutes with cans of steaming hot tea or coffee. The men seat themselves at the tables, finding there ready for them a 1-lb. loaf, a pat of butter or some jam, and a pint of tea or coffee. Jaws are soon wagging, engaged both in masticating and in lively conversation, when suddenly the door is flung open. "Attention!" is shouted, rather than called, by the battalion orderly sergeant, who is accompanied by the orderly officer, and before the men can well rise in their seats, the orderly officer sings out, "Sit down, men—any complaints?" to which a host of voices rejoin, "None, sir!" Away bolts the orderly officer to the next room, accompanied by his satellite, and the meal proceeds.

Breakfast finished, all except the orderly men proceed to get themselves ready for their various occupations—some for parades, some for guard, and others for picquet, etc. The orderly men, after bringing hot water from the cook-house, wash up the plates and basins, take the tables and forms outside the barrack-room and scrub them, and then sweep up the floor of the room, putting the place in a general state of tidiness, ready for the inspection of the company officer. Every man takes his turn of this duty, being warned overnight for it, according to his position on the roster.

While the orderly men are at work, the others are dressing for guards and parades, and very particular they are about it, especially the men for guard. The latter parade by themselves on the barrack square, and are subjected to a most rigid inspection by the adjutant. Every strap, every buckle, and even every button is carefully examined, and woebetide the man who is careless in such matters. He has either to parade over again, or, what is worse, gets a "wheel," too often followed by defaulters' drill. No wonder then that a great sigh of relief is heaved when the inspection is finished and the guard marches off to its destination.

Morning parade only lasts an hour, and when it is over the men are dismissed to the barrack-rooms and left to their own devices until dinner-time swings round. Many betake themselves to the reading-room to wade through the day's papers, others to the recreation-room to while away the interval at billiards, bagatelle, draughts, or dominoes, others to the library for books, while others more actively disposed are off to the recreation-ground to football or cricket. A few, but not many, lounge about the barrack-room reading ha'penny dreadfuls, writing letters, or cleaning up their "traps" (accoutrements). There is something for everyone to do, and when midday arrives the canteen is opened, and the men with a thirst flock there to assuage it. So, day by day, the mornings are passed, unless a field-day, a route march, a general's inspection, or some such occurrence crops up to break the ordinary routine. At a quarter to one the "roll-call" (dinner bugle) sounds, when the orderly men again make their way to the cook-house, where they find the dinners all ready, meat and potatoes served up in "cookers" which they lift from the ground where they have been placed ready for them and carry away to the several messes. Our illustration shows them in the act of doing this, the tin vessels they are carrying being called "cookers." The dinners are then served out under the superintendence of a non-commissioned officer, and after a visit from the orderly officer the men fall to. Sometimes a parade in the afternoon in command of tendance for the remainder of the day, and when tea is over, the men sally forth in search of quest—and not in vain, for smart and trim your Irish Guardsman presents an attractive picture which few of the fair sex are able to withstand, and that he is very popular with them it scarcely needs our illustration to help one to realise.

(*To be continued.*)

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A.—DINNERS LEAVING THE COOK-HOUSE—ORDERLY MEN CARRYING THE "COOKERS." B.—OFF FOR THE KING'S GUARD—THE ORIGINAL OF INSPECTION OVER. C.—AFTERNOON IN THE PARK—THE GUARDSMAN'S POPULAR RELAXATION.

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THE NAVAL DISASTER AT CORFU.

THE terrible accident which befel the torpedo-boat destroyer "Orwell" on the night of January 30 last, adds another to the list, already far too long, of Naval disasters attended by loss of human life. True it is that this accident, serious as it was, might have been attended by far greater loss of life had the "Pioneer" crashed through the "Orwell's" boilers, which were only missed by a matter of inches. As it was, she cut right through the "Orwell," completely severing over 40-ft. of her bows, which immediately sank, the result being the loss of the lives of fourteen men, thirteen of whom were seamen.

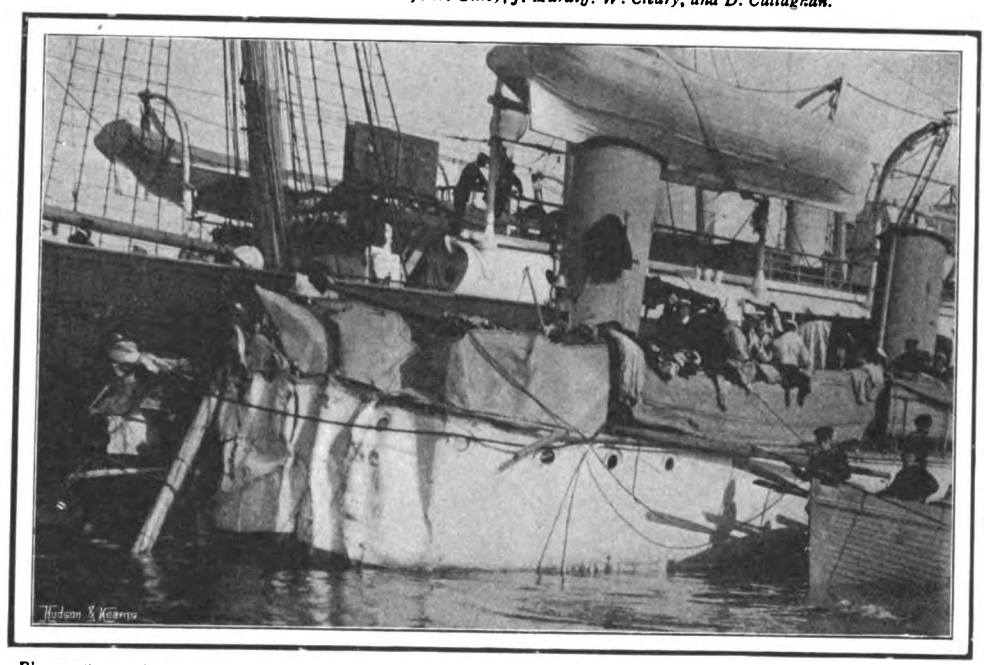
The "Orwell," which had been captured by the "Albatross" in attempting to run the blockade, in accordance with orders, lit all her navigation lights, and proceeded to steam, at about 15 knots, to a rendezvous outside the area of operations to await further instructions. Suddenly a black mass ahead, which afterwards proved to be the "Pioneer," approached, showing no lights whatever; and before anything could be done to avert a collision, she had crashed through the port side of the "Orwell," cutting through at an angle of about 30-deg., and came out at the opposite side. Instantly the whole of the officers on that part of the deck and the majority of the seamen were swept away, before any of them had a chance to get clear from the danger.

The other vessels engaged in the manœuvres were startled by the sight of rockets and coloured lights being sent up, which proclaimed the fact that a vessel was in distress, and searchlights were at once turned in the direction from which they came. When these lights were focussed on the ill-fated "Orwell," she presented a most deplorable picture; her bows had disappeared, and the portion which still remained intact was battered and bent in a most unsightly fashion. The sea then became literally alive with boats from various vessels searching for survivors, and other destroyers remained on the spot long afterwards, but failed to find anything save a little wreckage. Our illustration shows the "Orwell" lying alongside the "Tyne," after being towed, stern foremost, by the "Pioneer" back to Corfu. Her fore part has now been patched up by the mechanics of the fleet, and she will go to Malta, where accommodation for docking and repairing her is to be found.

The funeral of those whose bodies had been recovered took place on the following Sunday, and was largely attended by the inhabitants of Corfu. A large number of wreaths from the various ships were sent, and the majority of the officers and men of the flotilla also attended, the firing party, who gave the farewell salute over the graves of their comrades, being composed of men from the "Irresistible." The cause of and responsibility for the collision will, no doubt come to light at the Court of Enquiry which is to be held.

A GROUP OF THE SURVIVORS.

Reading from left to right the names are— Back row: Stokers S. Scott, G. Charlton, H. Allen, and E. Fanning. Second row: Stokers T. Kidney, R. Chislett, G. Closier, S. Elliott, J. Falvey, J. Lucas, T. Brown, and Petty Officer (2nd Class) W. Coombes. Third row: Leading Stoker (2nd Class) A. Stidston, Stokers C. Churchward, P. Clancy, P. Sheehan, J. Donovan, Able Seaman H. Mason, Able Seaman [illegible]iss, and Leading Stoker W. Rose. Fourth row: Stokers R. Guy, P. Sharwin, T. Phillips, and H. Millis. Fifth row: Stokers J. Gransy and F. Pregnall, Chief Stoker J. Pote. F. G. Lock, E.R.A., and A. B. Ogden, C.E.R.A. Sixth row: Chief Stoker S. Voller, J. G. Ashton E.R.A., and Chief Stoker S. Prior. Front row: Stokers J. H. Gilley, J. Mardiff. W. Cleary, and D. Callaghan.



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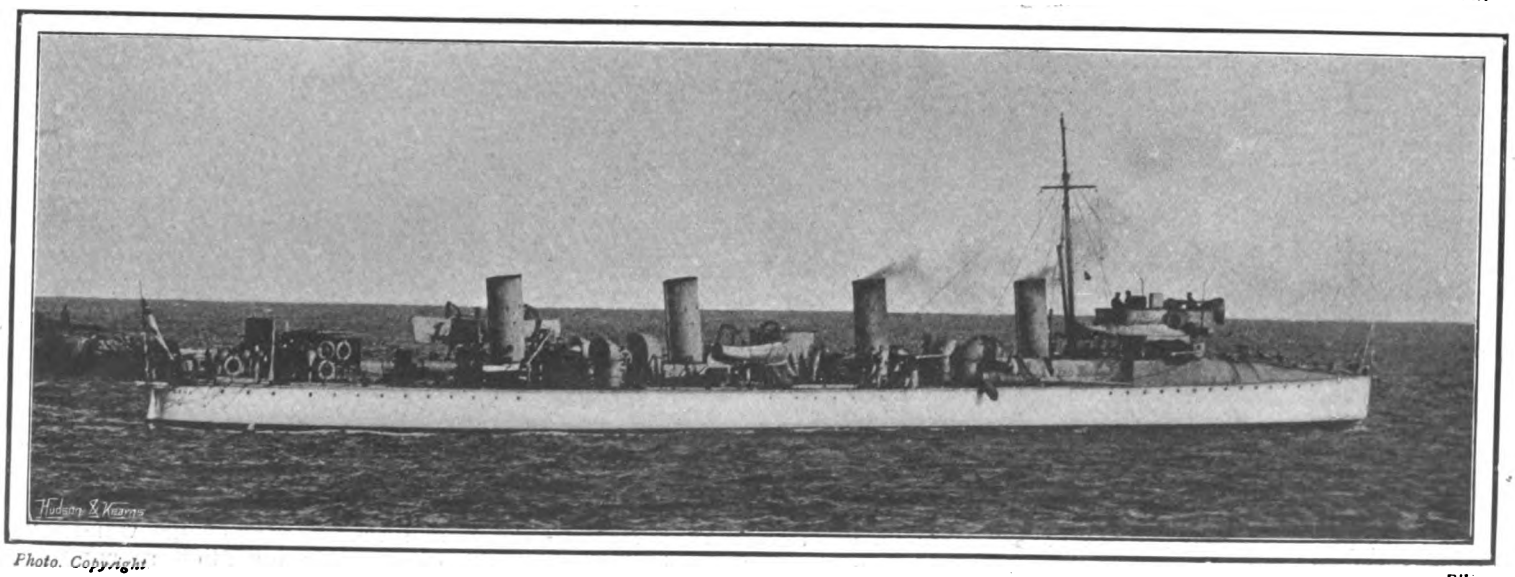
AFTER THE COLLISION.

The "Orwell" alongside the "Tyne" at Corfu.



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THE "ORWELL" BEFORE THE ACCIDENT.

The "Orwell" is a twin-screw torpedo-boat destroyer, capable of steaming at 30 knots.

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REPRESENTATIVE MEN.

Photo. Copyright FROM THE GUARDS AND THE "VERNON."

In their respective lines these two figures are indeed highly representative of important developments in both the Sea and Land Services. Taking the Senior Service first, we have here a seaman-gunner and torpedo-man of the well-known torpedo training-ship, the "Vernon," from which emanate many brilliant triumphs of scientific invention as applied to Naval uses. The other figure is that of a smart colour-sergeant and marksman of the Scots Guards, a regiment which finely sustains the soldierly reputation both of Caledonia and of His Majesty's Household Troops.

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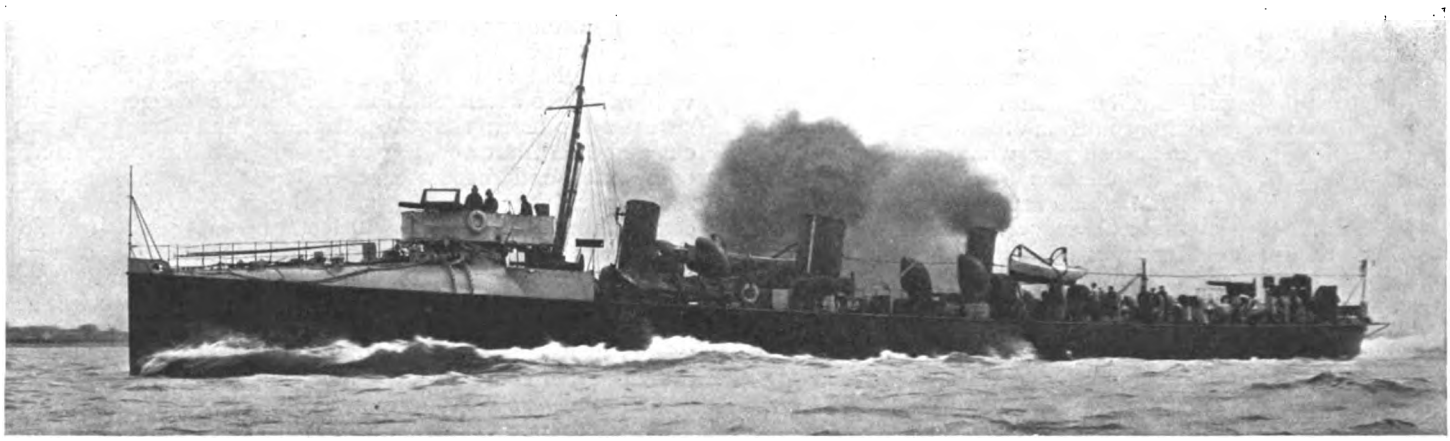

A DESTROYER AT FULL SPEED.

THE SEA-POWER OF THE NATIONS.

A Record of Policy and Progress from Week to Week.

By JOHN LEYLAND.

IF it were not for much practical experience showing that the decisive expression of public opinion is almost always necessary to secure efficiency in the action of Government, the new Association "to promote an official enquiry into the security of our food supply in time of war," might be regarded as an unnecessary, and even as an officiously interfering, body. Unhappily, we know too well that vital interests are apt to be neglected when public vigilance is relaxed, and it is probably as true to-day as it was ten years ago, when Lord Charles Beresford proclaimed the fact in an address before the London Chamber of Commerce, that we have no definite policy which would ensure the delivery either of the food or raw material necessary for the very existence of the country in time of war. It was the growing and anxious feeling felt in very many quarters as to our national supply of the necessaries of life that caused so many distinguished men, and such a large and representative body of flag officers, to band themselves together to bring some pressure to bear upon the Government. They know that our position is, if anything, worse than it was even a decade ago, for they recognise that, with an increasing population and a larger dependence upon foreign supplies, and the growing menace of our rivals, the dangers are greater than they were. More than 40 per cent. of our total imports consist of foodstuffs, and in existing conditions it is impossible for us to provide our main supplies at home, owing to the greater facilities in other countries for growing corn and raising livestock. The action of the association is amply justified by the published opinion of a great body of important corn merchants, that, in case of war, we must be prepared to see bread at what would be famine prices to the poor.

It is true that the action of the Government ought to make the agitation of the new Association unnecessary, and that no Parliamentary or Royal Commission should be called for. The Board of Admiralty, the Board of Trade, and the Board of Agriculture should surely be able between them to evolve a scheme to provide for the emergency. Though we must pay a tribute of high admiration to the present Admiralty Board for its courage and understanding of vitally important questions, we cannot forget that public agitation in the past, expressed in successive "scares," has given us the Navy we now possess. There has, in fact, been a very close relation between external influences and the policy of previous Admiralty Boards. When the Russo-Turkish War broke out, a feeling of national alarm was caused, and a vote of six millions was granted, with which hurried preparations were made, and several ships bought. But the public relaxed its vigilance, and the outlay dropped very seriously in the years up to 1885. Then came Lord Northbrook's statement that he would not know what to do with an additional three or four millions if they were granted, followed by the presentation of estimates demanding a considerable increase in expenditure. The Penjdeh incident and the famous articles in the *Pall Mall Gazette*, "The Truth about the Navy," worked a revolution, but once again the public were lulled into forgetfulness, brought to an end by a new agitation, and the expression of opinion at public meetings in the City and elsewhere, which resulted in the passing of the Naval Defence Act and the five years' programme. A subsequent agitation resulted in still further increasing the estimates, and we may certainly believe that the Navy will not be neglected by the present Board of Admiralty.

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DURING MANŒUVRES.

British destroyers on an errand of destruction.

The question of food supply is not, however, purely a Naval one. There are economic factors to be considered, which are almost of equal importance. No Navy can militate immediately against the influences that would tend to an increase in the cost of food upon the

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very outbreak of war. Some three-fourths of our food-stuffs are imported, carried mostly in British ships liable to capture or destruction, and, if our supplies ran short, or even if there were any apprehension of their running short, the price of food would immediately rise. Mr. Rowntree and Mr. Charles Booth have shown that many millions live upon the very verge of starvation, barely able in prosperous times to support themselves, and the interruption or curtailment of supplies would necessarily entail similar conditions in internal industries, and would add many millions to the restless army of the unemployed. No man can say what would be the effect of want upon such a population at a time when the country was engaged in a life and death struggle with its enemies. We must remember, however, that, not only is our poorer population far larger than in the old wars, but also that it is much more concentrated, and, what is even of greater significance, more strongly organised.

That foreigners are not blind to this weakness of the *colosse aux pieds d'argile* is well known. The matter was lately put very plainly in an article in the semi-official *Revue Maritime*, published at the Ministry of Marine in Paris, and the purpose of attacking our floating commerce and food supplies is undisguisedly at the root of the Naval policy at present pursued in France. We cannot blame foreigners for contemplating the possibility of enforcing our surrender through the effect of famine. It is an established practice of warfare that beleaguered garrisons should be starved out, and a record of sieges would show that in nine cases out of ten want of the necessaries of life has compelled surrender. Our need as a nation is that we should act with the same wise prevision which caused those good soldiers to lay up supplies at Ladysmith, which enabled a great Imperial catastrophe to be averted. Certainly our chief dependence must be upon the Navy, which alone can be the guarantee of our national existence. The Fleet will sooner or later in hostilities assure our food supplies, but there are necessary arrangements to be made in these islands to come into operation meanwhile. We must provide such a system as will make it impossible for hostile combinations to raise prices artificially, and to counteract the results of the large demands which would be made upon food stocks for troops, as also of the taking up of shipping by the Admiralty for war purposes. Whether this should be done by establishing public granaries seems to be a matter for the Board of Trade to determine. At any rate, there must be a supply immediately available for those millions now upon the verge of starvation whom the smallest dislocation of industries or prices would precipitate into the agonies of famine. There must be no chance of Demos brandishing everywhere the red torch of anarchy in a passion to ravage and destroy. There must be local organisations with supplies at command in exchange for work to be done, and perhaps with a system of concentration quarters for those destitute entirely.

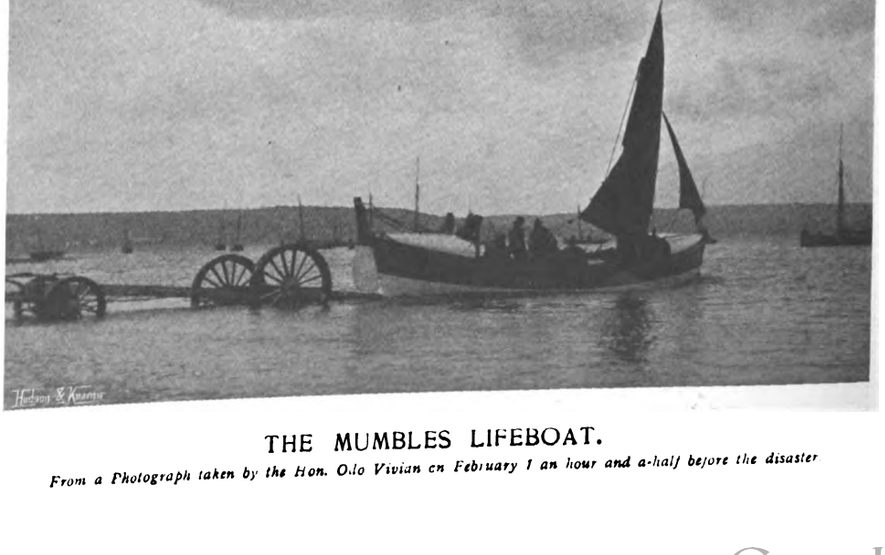
The truth is that wise organisation in the seedtime of peace is what is needed. This applies also to Naval provision for the defence of food supplies, and one would not be surprised to learn that the Admiralty had already its scheme cut and dried, but needing to be concerted with the shipping companies, and there are very complex questions relating to the establishing of well-protected commercial routes, and for establishing convoys safeguarded from capture. Grave doubt still exists as to the sufficiency of the Fleet for its work in this matter, and, as Mr. Chaplin said at the meeting at Stafford House, if anybody asserted that the Navy was strong enough for this duty, it would probably occur to many to ask, "Why is it that a host of distinguished admirals thought it their duty to come forward and join the Association, to the number of no less than five-and-forty?" It must be remembered that in the narrow seas the cruisers would have to be continually on the look-out for the enemy's commerce destroyers, issuing from his ports, and the torpedo stations would have to be carefully watched. The narrow sea passage would, indeed, be imperilled, and the blue-water route would, in all probability, be chosen for the main avenue of supply.

It is of good augury that Lord Strathcona has associated himself with the new organisation. Canada is capable of furnishing nearly everything we require. Its vast resources of all kinds, its great capabilities in growing corn and fruit, and in raising livestock, seem to promise a sufficient source of supply. The great arm of Newfoundland, stretching far into the Atlantic, with its harbours along the track of ocean steam-ships, providing the means of watching the mouth of the St. Lawrence, and furnishing bases and coaling facilities for our war and merchant ships, is perhaps one of the greatest factors in our security. In its neighbourhood the Navy will operate with many advantages, and the only necessity is that, with a sufficiency of ships, the arrangements should be determined in time of peace. Here, then, is the value of the new Association. It may give expression to a public opinion which it will help to create, and thus the Government may be led to act. The machinery for a right organisation already exists, and an inter-departmental committee should be able to do all that is required.

THE LIFEBOAT DISASTER AT MUMBLES.

A VERY sad interest attaches to the photograph we are enabled to reproduce herewith of the Mumbles Lifeboat putting to sea, on what was destined to be a fatal voyage, on February 1 last. It will be remembered that the lifeboat was launched to assist the crew of the steamer "Christina" of Waterford, which had stranded high and dry. The crew decided to remain on board the vessel, in case she should float off when the tide rose, but as a very heavy sea was running and the weather threatened to get worse, the Lifeboat Emergency Committee decided very properly to send the lifeboat out to stand by in case of need. When the "Christina" was reached it was found that she was still beyond the reach of the waves, and it was decided to make for Port Talbot Harbour to seek shelter from the snowstorm which was raging. As the lifeboat neared the bar it was caught by a tremendous wave, became unmanageable, and capsized. The vessel righted herself once, then went over twice in succession, and when she finally righted herself there were only four of the crew left in her. They could do nothing to save those who had fallen into the water, but one or two succeeded in swimming to the breakwater and escaped in this way.

The sad news was not made known in Mumbles until late on the Sunday evening, when two of the survivors returned. In all there are five widows and thirty-eight orphans left almost totally unprovided for. The Prince of Wales sent a message of condolence to the widows and orphans, and the Mayor of Swansea has opened a fund for the relief of the distressed ones. To this the Royal National Lifeboat Institution has given £1,200, but a further £8,000 or more will be required. Any sums may be sent to the Mayor of Swansea, who will acknowledge them, or cheques may be paid into local banks for the Mumbles Lifeboat Disaster Fund. The fatality came suddenly, upon men who were engaged on an errand of mercy. It is due to their memories that some provision should be made for the wives and children of those who fearlessly gave their lives to their fellow-men and died as true men should at the post of duty.



THE MUMBLES LIFEBOAT.

From a Photograph taken by the Hon. Odo Vivian on February 1 an hour and a-half before the disaster.

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JUMPING BY SECTIONS.

ROUND THE MILITARY CLUBS.

What Soldiers are Thinking, Saying, and Doing.

By RANGE-FINDER.

OFFICERS, 21st LANCERS.

IT will probably have passed unnoticed by the majority of readers that quite recently there appeared in the *Times* a very important leader dealing with military subjects. I know that it is the fashion with many to look upon leading articles as merely a *réchauffé* of the contents of the paper, or dry-as-dust diatribes on the particular subject of moment of the day. But in the case of the *Times* this theory does not hold good, and if you are a student of its leading articles with regularity, and use a certain amount of perspicacity in reading them, you will find that you come into possession of many indications and suggestions upon all subjects which otherwise might escape your own and the public attention. For these reasons the leader to which I have made reference is important. It makes no definite statement, but it indirectly declares the fact that the leader of the Government has definitely determined to place the establishment known as the Council of National Defence upon a firm basis as soon as Parliament meets for the coming session.

The Council of National Defence—that guardian fairy of this Empire. Where and what is this beautiful sprite? Is it only a phantom, a will o' the wisp, or is it really a tangible organisation with executive powers? Who can say? Its existence is as mysterious as that of a secret society. No one knows when it meets, of whom it is composed, or what functions it performs; it keeps no minutes, it spends no money, and its actions are not fettered by records or tradition. In a word, all that we know of the Council of National Defence is that it is a committee of members of the Cabinet, and is presided over by the Duke of Devonshire. Precisely what its functions may be, its powers of coercion or advice, or anything else that it provides for, are unknown quantities.

Now it seems to me that the attitude of the nation with regard to this Council and its inferred "higher policy of defence," whatever that may mean, is simply another instance of the complacency and apathy with which the country is content to view the march of events. We are stirred in a ridiculous manner by such a teaching as has recently been given us by an unknown correspondent of the *Times*. But is there a point in the very simple suggestions which have been put forward by this able writer, especially in the first two articles on the "Problem of the Army," which should not have been thoroughly examined by a Council of National Defence, advised by the best Naval and Military talent that the country can produce? But, no; if we are to believe what we are told, this Council, with its pretensions to a study of the "higher policy of defence," has not met for years.

The study of this "fairy" Council opens up the much wider question of the position of the actual and titular heads of both the Navy and the Army. I have more than once stated my belief that we require in the War Office, in place of the present Secretary of State for War, a Commander-in-Chief, or Chief of the Staff, or whatever you may be pleased to call him, who will be a Cabinet Minister so far, at least, as the Council of Defence is concerned. That is, he should be present at the meetings of all Cabinet Councils which enter into a discussion upon a Naval and Military policy. Those who dissent will say, "But the Secretary of State for War does this." But does he? In the first place, he is but an amateur, and if he is simply prompted by the Commander-in-Chief, standing outside the door, then he is of no more value than a puppet; but if, as we have heard of cases, he is a man of decided opinions, formed on theoretical, not practical, knowledge, then he is a national danger. Let me give you an example of the dangers arising from the amateur forming an opinion on such a delicate matter as war. A friend of mine showed me an essay, written by one of the most respected students of war—of strategy past and present—upon a recent campaign in which I had taken part. The profoundest knowledge had been brought to bear upon the conduct of this campaign, but the whole thing was worthless, because the writer had not realised the fundamental essentials. This is the way with most amateurs, and this is the way with a headstrong Secretary of State for War. For myself, I am able to speak of the necessity for the Military head of the Army being a member of the Cabinet when it meets to confer upon such a question as National Defence, and I fancy that those who deal with Naval matters in these columns will see the same necessity for Naval expert opinion on similar occasions.

I followed to the end with the greatest interest the articles on the Army Problem as they appeared from time to time in our leading journal. On general lines these articles are most excellent, but one is rather anxious to see on what scale the detail will work out. The writer has taken his main line on the infantry distribution, but there is a big problem which arises out of the gunner services and the cavalry. I presume, however, that a writer with so much discretion has taken all this into account. Also I should have liked, when he airily calculated in millions, for him to have shown how he

Photo. Copyright. *Ellis.*

A MILITARY WATER-CART.

The greatest boon to thirsty Tommies.

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allocated the expenditure for warlike stores, coast defences, and other important matters. As the letters developed, although the writer had saved us several millions in the beginning, his critics have failed to see how this saving could hold with his improved home defence scheme and the addition to his transport expenditure.

A very excellent story is just going the round of the clubs with regard to Lord Kitchener and the Durbar. It will be remembered that Lord Kitchener arrived in India just as the great Oriental pageant was heaving itself into being. When Lord Kitchener was asked what he thought of the whole thing, he is said to have replied, "It is very like a great Drury Lane pantomime; it only wants a 'clown' to complete the simile!" There are not a few in India—and elsewhere, for that matter—who consider that the clowning was forthcoming. But it is interesting to learn how Lord Kitchener views such shows. I hear that Lord Kitchener wasted no time in wheeling the troops taking part in the Delhi manœuvres into line. The cavalry had a rough time with him when preparing for the final march past. Some regiments showed slackness in their parade movements, and were at once ordered three hours' extra drill a day to sharpen their perception with regard to cavalry efficiency.

There is not the slightest doubt that Lord Curzon has made himself somewhat unpopular over his act with regard to the 9th Lancers. Wherever a squadron the 9th Lancers appeared in public at Delhi, they we vociferously cheered, and at the theatre which establish itself at Delhi, when Lord Curzon appeared on the scre of the bioscope the whole house rose every night an hissed him. The audience, of course, was more or le composed of the rank and file of the Army, but the ran and file in this case is said to have reflected a large sectio of public opinion.

The official reply to the present feeling with reg to Army matters is rather amusing. We are presente with a scheme for a Militia Reserve. A Militia Reserve a no Militia! The Militia question is evidently not underst at Army Headquarters. The Militia was an auxiliary fro the agricultural class; its very existence depended up this class. But where is the agricultural class of this countr It has been steadily on the decrease for the last fifty ye as the populace has been attracted to the towns. For obviou reasons the town man does not enlist readily in the Milit His daily work does not provide the slack periods whic come periodically to the farm labourer. While the latt made money by Militia training, the former loses mon Therefore the whole system requires remodelling.

A CONTINGENT OF THE SHROPSHIRE YEOMANRY.

DEFENCE, NOT DEFIANCE.

Citizen Soldiers in Town and Country.

By TRAINBAND.

IN these notes last week a scheme of compulsory Volunteering set forth by Captain Moore in lieu of conscription was somewhat fully considered. It is opportune, therefore, to now examine some of the suggestions and proposals contained in the later chapters of the series of articles which have appeared in the *Times* under the comprehensive title of the "Problem of the Army." It will be remembered that a leading feature of the scheme sketched out by the *Times* correspondent provided that only a small proportion of regular troops should be kept in Great Britain. He has followed up this view by the suggestion that home defence should be entrusted to Auxiliary Forces after the limitations that can be set to Naval scope are conceded. Indeed, the plan proposed by the author of the "Problem of the Army" and that of Captain Moore are really extraordinarily alike. The only striking difference, in fact, is that Captain Moore's scheme entails the abolition of the Militia, which force would be fostered by the adoption of the other system. But, after all, it may truly be said that there is really little difference between Militia and the paid Imperial Volunteers contemplated by Captain Moore.

All except the most extreme Naval theorists are prepared to grant the necessity of maintaining some military force in these islands for home defence, so it is well to consider what should be the character and composition of that army, how it should be raised, and in what relation the existing Auxiliary Forces could stand to it. Now it is laid down by the *Times* essayist that the first and most important principle is that the Home Defence Army should be a Regular Army. By this it is not meant to imply that every member of it should be a soldier by profession, but that the army must be regularly organised. It is asserted that at the present moment there is practically no organisation of the Auxiliary Forces, which by the War Office are regarded as quite subordinate to the Regular Army, and mere feeders of the same. "Before the late war the idea that any portion of them were really fit to take the field was, inspection and after-dinner speeches notwithstanding, scouted as ludicrous, and even now no great stress is laid on their military value." If this be the opinion of the essayist, he is but reasonable in affirming that it is a state of things which must be altered; and he is equally right in asserting that whatever may be the exact form which the Home Army is to assume, it must be seriously and adequately organised for war. The writer of the "Problem of the Army" thinks that to secure an efficient organisation it is essential in the first place, that the Home Army should have a separate War Office and General Staff of its own. We cannot see that this is really necessary. The tendency of all the more recent Army reform has been distinctly towards decentralisation, and there seems no sufficient reason why the supreme power of both the Imperial and the Home Army should not be centred in the same authority. It is also noticeable that the Army Corps system, which was so severely criticised in one of the earlier articles, is recommended for the Home Defence Army, at any rate for administrative purposes. As, however, so definite a line is drawn between the Imperial and the Home Defence Armies the writer cannot on this account be fairly accused of inconsistency.

Another point on which great stress is laid is that the Home Army must have a regular, permanent, and adequately paid corps of professional officers, at any rate for all the higher ranks, and a considerable proportion of professional non-commissioned officers. Not without justice is it laid down that the officers and non-commissioned officers of the Home Army must be as efficient for their own purposes as those of the Imperial Army for theirs. It is noticeable, however, that though it is proposed that the Home Defence Army should be administered by a separate War Office from that which would control the Imperial Army, it is suggested that a free interchange of officers between the two armies should be encouraged. The next important point to which attention is called in the essay in the *Times*, is an expression of opinion that "now is most certainly the time to undertake a thorough reorganisation of our system while we have superfluous military ability in abundance and while the test of war is still near enough to enable us to choose the right men." The latter part of this statement is assuredly correct enough, but it is at least open to doubt whether it would be advisable just at present to promulgate

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any regulations involving drastic changes in the Auxiliary Forces, and especially in the Volunteers. So much agitation was caused by the first issue of the new regulations, an agitation which it is sought in some directions to still keep alive, that any marked and sudden change in the organisation of the Volunteer Force, however excellent a measure in itself, would probably be misunderstood, and certainly be mistrusted, by a very large section of the public, and fail to produce any really satisfactory results.

The rather long paragraph which treats of certain features peculiar to England, and which are of the greatest military importance, is most excellently written, and marked by a thorough recognition of the fact that the Home Army must be thoroughly and unreservedly adapted to English conditions. It is emphasised that England is an ideal country for the mobile and highly-skilled rifleman, and that in the event of a foe having effected a landing in this country short-range artillery, pom-pom, and Maxim positions are numerous, and opportunities could easily be found for the skilful use of guns bringing a concentrated fire to bear from hidden positions on an enemy who incautiously exposed his own batteries. We are, therefore, entirely in agreement with the *Times* when it states that the main defence of Great Britain must lie in its riflemen, skilled shots, capable of independent initiative, yet sufficiently disciplined to face heavy loss or undergo severe exertion. Riflemen of this description could undoubtedly be furnished by the Volunteer Force, but possibly not at once in sufficient numbers. Hence arises the question of how to best raise the men required for the Home Defence Army. It is correctly pointed out that this is really a question of how far, on the one hand, the existing organisations could be adapted, or, on the other hand, whether it might not be desirable to reconstitute the Home Defence Army from its very foundations, "if necessary, even at the cost of considerable changes in our national habits." In the essay under consideration it is explained how the writer thinks that the existing Militia might be improved, and it is his opinion that, though there is scope for considerable improvement in the Volunteers, it is certain that if more is to be demanded of the Volunteers in the way of training, it will also be necessary to give them some return more adequate than the present capitation grant. As an example presumably to be followed, it is mentioned that in the Australian colonies Volunteers are paid an ordinary day's wages for every day that they spend in training, and that a proportionate allowance is made for smaller periods of time spent by the Volunteer in his military duties. Very truly is it asserted that an allowance of three shillings a day would make a considerable difference in the popularity of Volunteering; but it should not be forgotten that the mere adoption of such a practice would immediately alter the distinctive character of the Volunteer Force, and place it on practically the same footing as the Militia. The last suggestion put forth under the heading of Home Defence in the "Problem of the Army" is by no means new. It is merely to the effect that those who could not afford the time to meet the conditions demanded of Volunteer corps should be encouraged to organise themselves in rifle clubs, to which the Government should afford every facility. As mentioned, it will thus be seen that in principle the system which is proposed in the "Problem of the Army" is almost identical with that suggested in the essay of Captain Moore. In each case the scheme provides for a more essentially military character, accompanied by adequate pay being given to one class of Volunteers, while ability to shoot with the rifle would be almost all that would be demanded of the other. In fact, viewed from the present position of the Force, those who elected for the first class would have to undergo more training, while from those who formed the second class less would be demanded than under existing regulations. But as the principle involved is in fact more or less already in force, when the Special Service Sections, the extra training exacted by the new regulations, and the rapid growth of rifle clubs are considered, it would probably be advisable to avoid any immediate upheaval in the constitution of the Force as now established. The cry for Army reform was urgent, but a number of competent critics are not enamoured of the principal changes recently introduced. Whether justly so or not, it may be repeated that public confidence regarding the real intentions of the authorities towards the Volunteers has been considerably shaken. It would be better that this should be restored before any sudden, drastic, far-reaching, and untried scheme is foisted on a Force which, at least until comparatively lately, has achieved its present position in spite of, rather than by the aid of, Government coadjuvancy.

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ON THE LOOK-OUT.

Signallers transmitting a message.

BRITAIN BEYOND THE SEAS.

A WEEKLY STUDY OF COLONIAL NAVAL AND MILITARY INTERESTS.

By IMPERIALIST.

ONE needs to be very wary and patient in dealing with some sorts of Colonial questions. However anxious one may be to place Colonial claims in a proper light, and to educate the home public with a view to their just consideration, one is compelled, occasionally, to confess that at the Antipodes, at any rate, there does exist, here and there, a tendency to exaggeration and reckless self-assertion which is very detrimental to a calm estimate of facts. On a lower plane we have recently had an instance of this in a letter addressed by a medical officer who served in one of the New Zealand contingents to the *Times*. This communication was headed "Unpaid 'Oversea Colonials'" and the assertion was made that there were hundreds besides the writer who were still waiting for their pay or allowances and, in spite of repeated applications, unable to get what was due to them. The writer, who signed himself "A Medical Officer of a 'Scallywag' Corps," concluded his letter by saying that nobody who has ever had pecuniary dealings with the British Government expects that any regard will be paid to the justice of a claim, and that what the British Government considers is whether the plaintiff has force enough to compel it to recognise it or influence enough to make it wise and prudent to do so.

We hold no brief for the War Office in this journal, and we may remind our readers that, when the Colonials first began to come to this country from the former seat of war, we proffered our assistance in the matter of putting forward any just claims they might have for pay and allowances. This makes it easier for us to speak a little plainly in regard to this later difficulty, which investigation has shown to be hardly such a grievance as the writer of the letter to the *Times* has, with some embroidery of offensiveness, suggested. On the appearance of the letter the War Office immediately telegraphed to Cape Colony and Natal asking whether the statements were correct. Replies have since been received to the effect that all the "Oversea Colonial" officers' claims have been fully settled, except in the case of those who have not yet rendered satisfactory accounts, and in these cases the

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special gratuity awarded by Royal Warrant has been withheld. If there are hundreds of officers who, under this dispensation, are still waiting for the final adjustment of their claims, there is indeed grave cause for regret that so many men incapable of handling public money should have had it to disburse—for that is, doubtless, what is meant by the alleged failure of some to render satisfactory accounts. But it is difficult to avoid the conviction that the grievance is an altogether doubtful one, and certainly not so far-reaching as the "Medical Officer of a 'Scallywag' Corps" avers.

It is quite possible that here and there cases of hardship may have occurred, but, as we have before contended, there is reason to believe that the Colonials, except in a very few cases indeed, have been extremely well treated by the War Office as regards pay and allowances, and are willing to admit that this is so. Of course, where a man cannot render his accounts satisfactorily he must expect delay to ensue, and it is idle to suggest that Colonials should receive preferential treatment in this respect in addition to special rates of pay. There is no question involved of underrating the immense services which the Colonies rendered the Empire in South Africa. It is the merest matter of everyday business, and to talk of the British Government as being wholly insensible to the justice of a claim, because it declines to pay away money without making sure that the recipient is entitled to it, is absurd. Do Australians suppose that our own Militia and Volunteer officers, most of whom made notable sacrifices in connection with the war, were given all the pay and allowances they may have been fully justified in claiming, before they rendered proper accounts? In cases where officers had the handling of public money, and were forthwith passing out of the ken of the War Office altogether, such a formality would seem to have been almost as desirable in the interests of the officers themselves as in those of the War Office, since it precluded the possibility of further trouble arising in the matter of public claims.

It is much to be feared that the spirit in which some of these so-called grievances have been ventilated is not conducive to future harmony and good-feeling. Of course it is natural that in Australia and New Zealand the claims of Colonials who allege that they have been treated shabbily by the War Office should be hotly espoused—just as, indeed, they have been hotly espoused in this country, where there has, from the first, been a very strong public feeling that every possible liberality should be shown to our gallant kinsmen across the seas who helped us in our hour of need. But is it too much to hope that, when apparent grievances are shown to rest upon such a slender foundation as the complaint of this irate medical officer; when it is proved that a deliberate statement reflecting most seriously upon a Government Department requires, to say the least, to be carefully qualified before it resembles the truth; when, in point of fact, a baseless libel on the Old Country has been uttered, the Colonial Press should take note of the matter and repudiate assertions which ought never to have been made unless they could be proved up to the hilt?

We have written rather strongly on this subject because at this juncture it is extremely unfortunate that Colonial minds should be unduly influenced by loose, and sometimes even violent, utterances tending to unduly discredit the Homeland and its methods of treating Colonial questions. We shall soon be reaching the final phases of the present discussion as to Australian contributions to the defence of the Empire, and it will be very deplorable if the decision of the Federal Parliament upon the agreement drafted at the Colonial Conference is swayed by trumped-up charges against the British War Office. Almost equally to be deprecated is the tone adopted in some of the more recent Australian comments on the question of Australian Naval defence. We cannot here deal fully with the articles on the subject in the current number of the *United Service Magazine*, but it seems desirable to enter a passing protest against the unnecessarily vehement fashion in which Mr. Norwood Young attacks a question in which such crude polemics are earnestly to be deprecated.

There is, for instance, little use or sense in talking of an independent Australia as a possible enemy of Great Britain merely for the purpose of trying to persuade us to do what we shall never do, that is to say, allow any portion of the British Navy to be fettered by Australian local control. Such idle talk is an utterly futile contribution to the argument, and, although it may be, practically speaking, harmless, it certainly does not conduce to the maintenance of good-fellowship. Nor is it quite correct to say, as Mr. Norwood Young does, that "Australia has had to fight British battles in South Africa." Surely it is not necessary to construe our gratitude for Australia's assistance into an admission that, without it, the Empire would have crumbled to pieces. Lastly, it may please the Australian mind to hear the splendid declaration of British Naval policy which Lord Selborne made at the Colonial Conference described as a collection of "melodramatic phrases," which "apply only to Britain," and "overstate even the exceptional British case." But we in this country are not likely to accept Mr. Norwood Young's dictum on this point as final, and may possibly be disposed to resent his affectation of superior strategical wisdom.

Surely, instead of introducing all these elements of discord, it would be far better for Colonial disputants to stick to the bed-rock facts of the case, which are as follows: In the first place, no real pressure is being brought upon the Colonies to contribute a farthing to the maintenance of the British Navy. It is perfectly open to the Federal Parliament to give, as another Colonial says it probably will give, the agreement drafted at the Premiers' Conference "short shrift." If it does, the British Navy will probably go on much as it did before, for really £240,000 a year doesnot make a very serious difference in a thirty-million set of estimates. Nor, if the Colonies refuse to share in the Imperial burden, is it in the least likely that, for that reason, we shall give them any less protection in time of trouble. In the face of this, what earthly occasion is there for heroics about the possible enmity of an independent Australia, and amateur indictments of a Naval policy which the greatest Naval experts of the greatest Naval Power in the world have fully and consistently approved?

The other broad fact in connection with this troublesome question is the matter of Colonial recruits for the Imperial Navy. The Australian argument is "We do not want to give cash, but men." But how persistently do the supporters of this view ignore the ever-recurrent problem, "What about pay?" As some inducement to the making of a voluntary cash contribution the Admiralty has offered to train a certain number of Australians at Colonial rates of pay, but this is a very different thing from foregoing the cash contribution altogether and then consenting to employ Australians merely because they are Australians, at much higher wages than we pay our own glorious Bluejackets.

THE WELSH FUSILIERS' PET.

ONE of the most famous "mascots" of the British Army has by an arbitrary decision of the Board of Agriculture been doomed to die. The goat of the Royal Welsh Fusiliers, known throughout the Empire, one might say, which has seen service in India, Malta, and South Africa, and came unscathed through the rigours of the late war, arrived home with the regiment to which it has endeared itself on board the "Ortona" from South Africa. In accordance with the requirements of the Board of Agriculture, permission was applied for to land the goat. The officers were naturally astonished and deeply chagrined to learn that the landing of their pet had been expressly forbidden. At once the proposal was made and the offer forwarded to the Board of Agriculture for the regiment to maintain the goat in quarantine for three months, although the animal had been certified to be in excellent health. This offer the Board bluntly, callously refused, and issued a decree that the goat should die. The only concession that could be wrung from the Board was that the head and horns should be preserved. These, as will be seen from our illustration, are fine trophies, but we must admit that we sympathise with the battalion in being thus robbed—no other term will describe the action—of its pet.

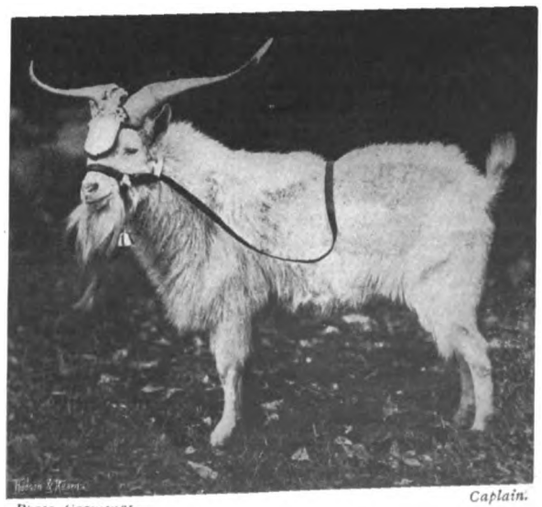

Photo. Copyright. Caplain.

CONDEMNED TO DEATH.

The goat of the Welsh Fusiliers.

As was to be expected, the officers and men were furious. Their pet has been so long connected with the regiment, and has been so eulogistically mentioned in the Press and elsewhere, that their pride in the animal knows no bounds. That it should die such an unnatural and unnecessary death is a sad blow to all concerned.

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FOR KING AND COUNTRY.

1st VOLUNTEER BATTALION THE BUFFS (EAST KENT . . REGIMENT).

COL. SIR W. KNOCKER, C.B., V.D.
Has commanded the regiment since 1874.

THERE is ample proof that so far back as 1777 Volunteer corps existed in Kent, one of which was merely a small company belonging to the ancient City of Canterbury, while another a few years later existed at Ramsgate. As is well known to all, in the year 1804 England was very much on the *qui vive* at Bonaparte's threatened invasion, which resulted in over 300,000 Yeomanry and Volunteers being raised within a few weeks. Kent, like other counties, was as busy recruiting as, if not more so than, her sister counties, and for obvious reasons. These Volunteer corps gradually died out after Napoleon's defeat at Waterloo, only to spring into life in 1859, when danger once again threatened our shores. Again the patriotism of the country showed itself in no half-hearted manner, so much so, that in an incredibly short space of time Volunteer companies were again organised in pretty well every town and district in the kingdom. Money was subscribed largely locally, whilst the Volunteers themselves did not spare their own pockets. No sooner was the scare of invasion past, when once again it looked as if the Volunteer Movement would fade. However, there were fortunately such powerful, enthusiastic, and patriotic men as Lord Ranelagh, Lord Grosvenor, afterwards Duke of Westminster, and Lord Elcho, afterwards Earl of Wemyss. To these must be given the credit of stimulating the Force, by means of the great reviews and sham fights which became immensely popular and put the Force on a firm basis.

As regards Kent, in the year 1860 the then Lord-Lieutenant of the county issued a proclamation creating the 4th Administrative Battalion Kent Rifle Volunteers from six of the East Kent Corps. This battalion was first commanded by Colonel Dixon Dyke, who had the assistance of Captain Bathurst as adjutant. This officer had previously served with the 23rd Fusiliers, and was a very smart, yet very popular, adjutant, and remained with the regiment till the close of 1866. Colonel Dyke also resigned in the same year, and was succeeded by Colonel Groves, who commanded till 1872, retiring on account of age regulations. Colonel Groves, previously to commanding, had served in the 94th in 1833, and in 1834 he joined the King's Dragoon Guards. Following Captain Bathurst as adjutant came Captain Allen Douglas of the 9th Regiment, who remained until the amalgamation of the regiment with the Cinque Ports Battalion took place. The first quartermaster appointed was Captain Burra of the Ashford Corps, who, after remaining in an honorary capacity as such from 1868 till 1872, became the active quartermaster of the battalion. This officer was a celebrated shot, and gained a great name for the regiment.

The 2nd Cinque Ports, another Administrative Battalion in Kent, consisting of some six companies, was commanded by Colonel Cox, the first and only colonel the regiment had, and who subsequently became honorary colonel of the amalgamated battalions. During the time the regiment existed, namely from 1861 to 1874, there do not appear to have been any events in connection with it of much importance. Canterbury was the chief place of its meeting, where field-days and battalion drills took place. In 1871 the regiment attended the Autumn Manœuvres at Aldershot, when 100 men under Captain Knocker marched past before Queen Victoria. It took part in the Annual Easter Manœuvres, and also went into camp on Brambling Downs. There were keen inter-company rifle matches, of which Ramsgate proved itself for many years the premier company. About 1873 or 1874, both the aforesaid battalions being somewhat reduced in numbers, it was decided to consolidate them into one strong battalion.

Thus the battalion, as at present constituted, is the result of the amalgamation of the 4th Administrative Battalion Kent Rifle Volunteers and the 2nd Administrative Battalion Cinque Ports Rifle Volunteers. As already stated, the former was formed in 1860 by the Lord-Lieutenant of Kent out of rifle corps then stationed at Canterbury, Sittingbourne, Ash (subsequently disbanded), Ashford, and Wingham, and had its headquarters at Canterbury. The latter was constituted by the Lord Warden of the Cinque Ports in November, 1861, and consisted of companies at Ramsgate, Hythe, Folkestone, Deal (afterwards disbanded), Margate, and Dover, and had its headquarters at Dover. When these two Administrative Battalions were amalgamated, the battalion so formed was called the 5th East Kent Rifle Volunteers, which title was changed in 1880, by a new

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TYPES OF THE REGIMENT.

Showing from left to right cyclist, bandsman, sergeant (review order), sergeant (undress, with Maxim), bugler, officer (review order), and private.

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regulation from the War Office, to the 2nd East Kent Rifle Volunteers. Yet another alteration was effected a few years later, when in April, 1883, under the territorial system, the battalion became known as the 1st Volunteer Battalion of the renowned and gallant Buffs, an honour duly appreciated by all ranks.

The first adjutant of the new battalion was Captain Sangster, who first saw service in the Bombay Army, and went through the Mutiny. Afterwards he served in the 106th Regiment and subsequently in the 53rd. From this he became adjutant of the 1st Sussex Rifles at Brighton, but exchanged with Captain Borrer into the 2nd Cinque Ports Administrative Battalion. Therefore, when the amalgamation of the two Kent battalions took place, he, being the senior adjutant of the two regiments, remained with the new battalion until 1882. Captain Ommanney succeeded in 1882, holding the appointment for five years. This officer belonged to the Buffs, and saw service in the Malay Peninsula in 1875-76. Captain F. Smith followed as adjutant, he being also of the Buffs, and saw service against the Galekas in 1877-78, also in the following year against the Zulus, where he was wounded and greatly distinguished himself. His appointment as adjutant terminated in 1892. Captain Tylden Patterson was his successor, who also served with the Buffs during the Zulu War, and at the action of Ginginhlovo and relief of Ekowe. He retired in 1897, when Captain L. G. Eales was appointed from the 2nd Battalion the Buffs. He saw active service in India, and was mentioned in despatches for gallantry.

The uniform first worn by the new battalion was that of the 60th Rifles, with the Volunteer green. A year afterwards the facings were altered to red, whilst a scarlet stripe, red piping and shoulder-straps, and green band at cuffs replaced the dark braid and red cuffs. The head-dress was a busby, but this was altered to a helmet in 1878.

In 1875 the regimental band was instituted at Dover; previous to this there were company bands at Dover and Ashford.

In 1900, during the impetus to recruiting given by the outbreak of the South African War, additional companies were raised at Westgate, Herne Bay, Birchington, and Broadstairs, and two cyclist companies were formed, making a total of sixteen companies. The headquarters were then moved to Dover, and owing to the large increase in strength, an additional adjutant was appointed.

The regiment has reason to be proud of the fact that its present honorary colonel is Lord Harris, G.C.S.I., G.C.I.E., who succeeded Colonel Cox in March, 1889, and who, in 1890, was mainly instrumental in raising a fund to secure more complete equipment for the Kent Volunteer Force. Since 1874 the battalion has been commanded by Colonel Sir Wollaston Knocker, C.B., V.D., who has served in the Volunteer Force since December, 1859, when he joined the ranks. The commanding officer has passed through every phase of Volunteer existence, to which fact, as well as to his well-deserved popularity with all ranks, and the enthusiasm he has invariably shown in all matters connected with the Volunteer Movement, may be attributed the present high state of efficiency of the battalion under his command. The other field officers at the present time are Major J. F. Honeyball, V.D., one of the best shots in the regiment, and Major H. Finn. The permanent staff consists of two adjutants, one at headquarters the other in Thanet, and eleven sergeant-instructors.

Captain W. H. Trevor, the adjutant at headquarters, joined the Buffs in 1892, and saw service on the India Frontier in 1895, 1897, and 1898, and in South Africa in 1900. The adjutancy in Thanet is held by Captain C. L. Parmiter, the King's, who joined his regiment in 1891, and was present throughout the siege in Ladysmith.

Since 1874 the strength of the battalion, which is now 1,538 of all ranks, has been greater than that of the two Administrative Battalions which were joined together; and during the recent war no less than eight officers and 250 men of the regiment went to the front. Of these, two of the officers, Captain Gosling of the Folkestone Company and Lieutenant Brackenbury, earned the distinction of a mention in despatches, and most favourable reports of the conduct of the men from time to time reached headquarters.

The battalion, which is lucky in possessing among its members a fair number of good shots, has at different times won cups and trophies for rifle-shooting, the most recent successes being at the South-Eastern District Rifle Meeting in July, 1902, when it carried off the Sussex and Kent Brigade Challenge Cup; and at the same meeting in 1901, when a company team secured the South-Eastern District Challenge Cup in a competition open to company teams of every unit in the South-Eastern District except the Hythe Musketry Staff.

The best shooting company in the regiment is I Company (Wingham), while the best individual shot is Private E. A. Elgar of H Company (Ashford). The battalion uses the rifle ranges at Hythe, Lydd, Ashford, Sandwich, and Birchington.

The regiment possesses a good brass band and bugle band at headquarters, while several of the companies have also brass bands. The bandmaster is Mr. E. Gurr, and the bugle major G. I. Howard, formerly of the Rifle Brigade. At the inspection whilst the regiment was in camp at Shorncliffe last year, shocking weather prevailed; nevertheless, 1,083 of all ranks were on parade, and the inspecting officer, Colonel R. A. Hickson, expressed himself as thoroughly satisfied with the men's turn-out and efficiency. The camp this year will be held with the Sussex and Kent Volunteer Brigade at Arundel the first week in June.

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1ST VOLUNTEER BATTALION.

Which formed part of the second Active Service Company.

Photo. Copyright. Broad.

SHOOTING TEAM OF THE BUFFS.

Reading from left to right the names are: Sergt. Andrews, Capt. Knocker, Sergt. Bromley, Colour-Sergt. Newman, Corp. Down, and Sergt. Silk.

Photo. Copyright. Lambert Weston.

2ND VOLUNTEER BATTALION.

Which accompanied the 1st to South Africa.

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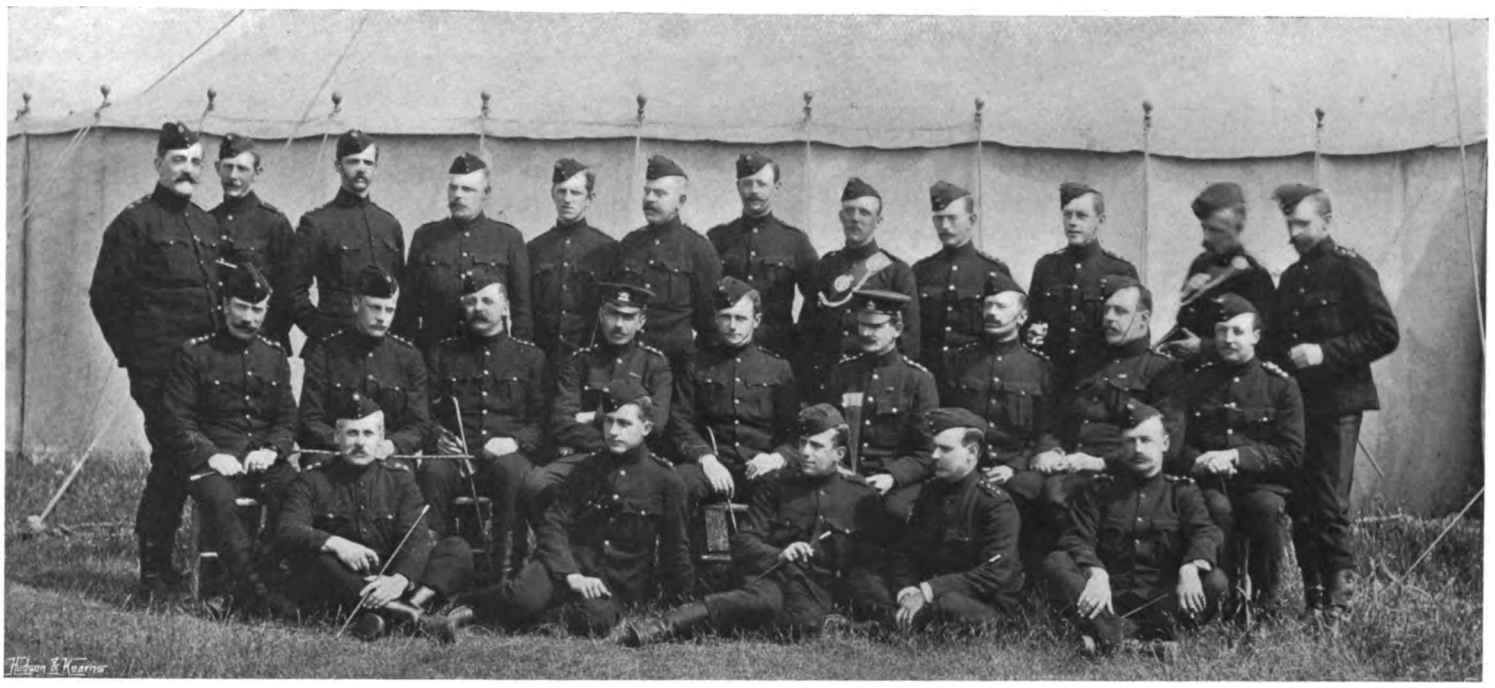

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OFFICERS OF THE REGIMENT IN CAMP AT SHORNCLIFFE.

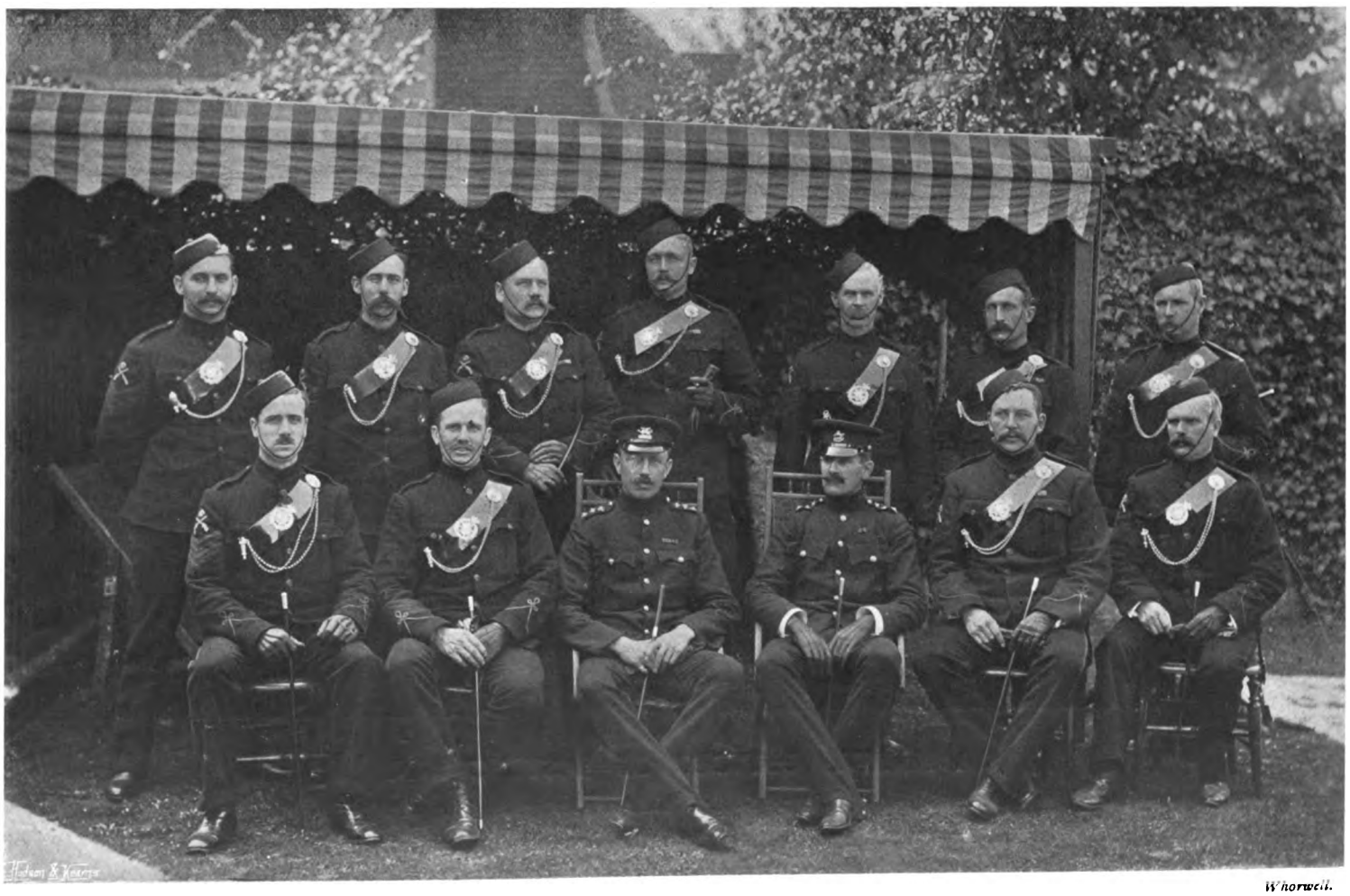
Reading from left to right the names are—Back row: Surgeon-Lieut. Atkinson, Lieut. Adams, Quartermaster Vasse, Lieut. Griffin, Lieut. Saunders, Capt. Burge, Lieut. Hamilton, Capt. Gosling, Capt. Knocker, Lieut. Hilton, Lieut. Matthews, and Capt. Wastall. Second row: Capt. Skey, Capt. Burra, Capt. Frend, Capt. and Adjt. Trevor, Major Finn, Capt. and Adjt. Parmiter, Capt. Mercer, Capt. Finn, and Capt. Moxon. Front row: Lieut. Reece, Lieut. Dorman, Lieut. Fenoulhet, Surgeon-Capt. Larking, and Capt. Robinson

The non-commissioned officers of this regiment are a very keen and smart set of men, and take great interest in their work. Owing, however, to the companies being so widely scattered there are few opportunities of large parades, except in Thanet, where three or four companies are at times able to combine for tactical exercises. Recruiting has fallen off slightly recently, but this is general throughout the Service, and is attributed to the cessation of the war, the outbreak of which caused a large increase in the numbers in this battalion.

There is an excellent detachment of stretcher-bearers under Quartermaster-Sergeant A. H. Williams. They volunteered their services in connection with the Diamond Jubilee and Coronation ceremonies, and received a letter of thanks for their services from the Commissioner of the Metropolitan Police.

Sergeant-Major J. Greig served in the Buffs for fourteen and a-half years, and has held his present appointment since January 1, 1897. He saw service on the Indian Frontier during the expedition for the relief of Chitral in 1895, and wears the medal and clasp, in addition to the medal for long service and good conduct. Of the permanent staff, Sergeant-Instructors C. Davison and F. H. Wright were granted the medal for distinguished service in the field during the recent war. The thirteen members of the permanent staff have twenty-two medals between them—a good record, surely.

The illustration representing "Types of the Regiment" shows also the Maxim gun which was bought during the winter of 1897-98. This gun has a light field carriage and limber as well as the tripod mounting, and has played an important part in all the field days and manœuvres in which the regiment has taken part.



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THE PERMANENT STAFF.

Reading from left to right the names are—Back row: Sergt.-Instr. Smith, Sergt.-Instr. Butcher, Sergt.-Instr. Locke, Sergt.-Instr. Newport, Sergt.-Instr. Westcott, Sergt.-Instr. Davison, and Sergt.-Instr. Adley. Front row: Sergt.-Instr. Davis, Sergt.-Major Greig, Capt. and Adjt. Trevor, Capt. and Adjt. Parmiter, Sergt.-Instr. Cornelious, and Sergt.-Instr. Greenland.

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AN INDIAN VETERAN.

"Navy & Army."

Photo. Copyright.

A NATIVE OFFICER OF DISTINCTION.

Subadar-Major Rup Singh, Sardar-Bahadur, Bombay Sappers and Miners.

There are few more distinguished corps in the Indian Army than the Bombay Sappers and Miners, and here we have one of its most distinguished members. Subadar-Major Rup Singh bears the coveted title of "Sardar-Bahadur," and has been decorated with the Order of British India of the 1st Class. He has been a Native officer for nearly twenty years, and entered the Service as far back as January, 1873, a few months, in fact, before his commanding officer received his first commission.

He was present with several fine specimens of his corps at the King's Coronation.

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WELCOME TO THE 1st CAMERONS.

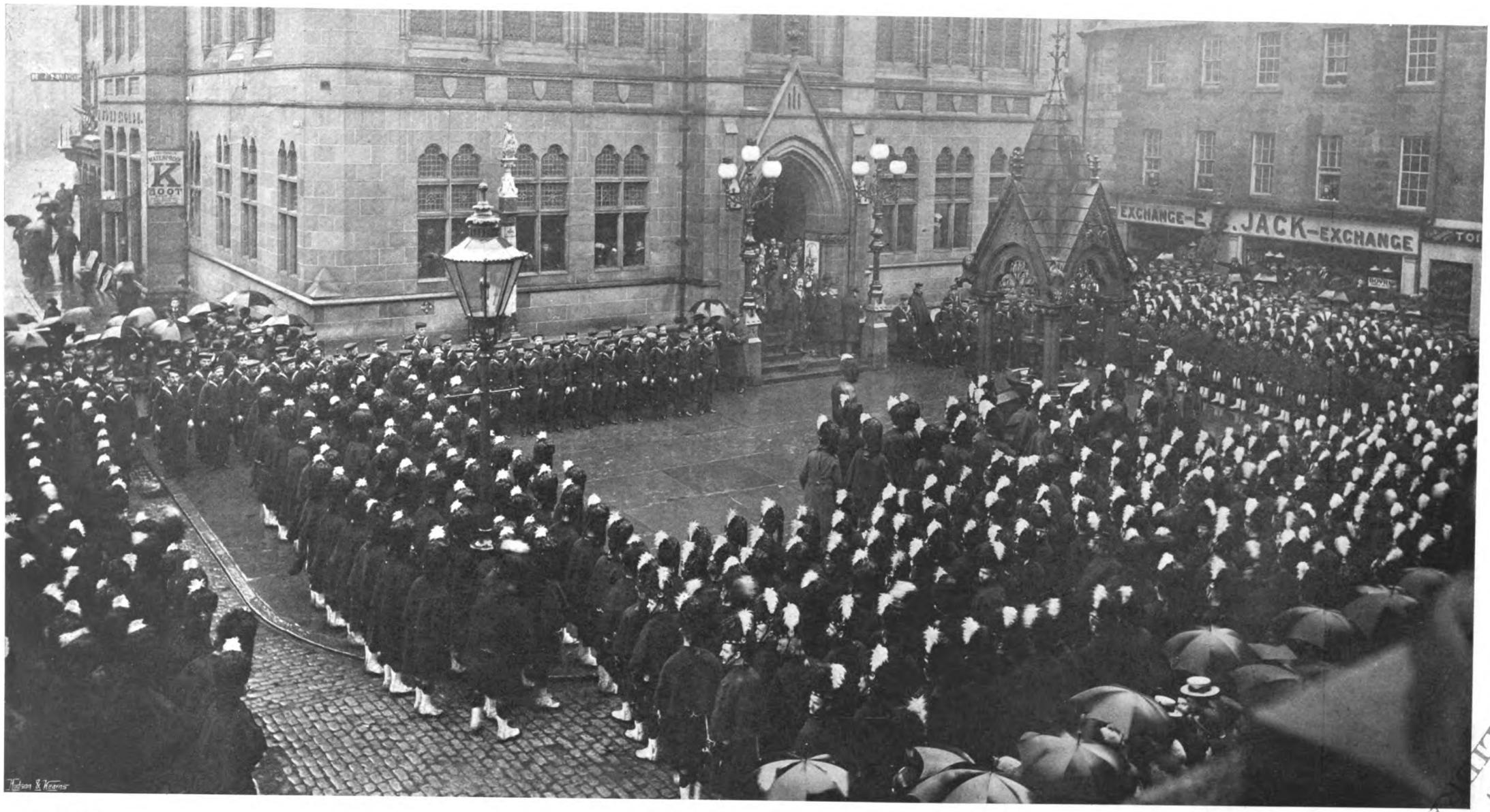

Photo. Copyright. *Mac Mahon.*

THE RECEPTION AT THE TOWN HALL, INVERNESS.

The 1st Battalion Cameron Highlanders received a hearty and typical Highland welcome from the townsfolk and officials of Inverness on January 30 last. Our illustration depicts Provost Ross making his welcoming speech, from the steps of the Exchange, in which he referred in terms of the highest praise to the regiment's doings while serving in South Africa and its record in the past. The warmth of feeling with which his speech was prompted may be judged from his concluding words—"Cameron Highlanders, welcome, thrice welcome, to the town of Inverness." The streets through which the men marched on their way to the Exchange were gaily decorated, and in spite of the inclemency of the weather the people turned out in large numbers to take their share in the welcome home. As the Camerons proceeded on their way from the station to the Town Hall, marching at a quick step, they looked, with their bronzed faces and martial mien, a regiment which the Scottish Highlands may well be, and are, proud of. A Guard of Honour, composed of men from the "Briton," was formed up at the Town Hall, where the reception took place. All these numerous preparations for their arrival were fully appreciated by both officers and men, who are none the less glad to be home again than their countrymen were to welcome them.

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THE TAIL OF A PROMONTORY.

A CALL AT TAMATAVE.

THE LIVERPOOL OF MADAGASCAR.

THE assertion of the claim of France over Madagascar dates from the year 1642, when a concession of the island was granted to a trading company by the French King; but it was not until September, 1895, that the old dream of the French patriots in Madagascar was realised. Prior to 1895 the Government was an absolute monarchy under Queen Ranavalona III., a French resident controlling its foreign relations; but there was a time, some thirty years ago, when the Hova Kingdom at least was practically a colony of the London Missionary Society: "The political power lay in the hands of reverend gentlemen, and when anyone entered the presence-chamber of the Prime Minister, the latter would point with pride to the valuable presents from English clergymen which lay around." However, the Hova, or governing race of the native tribes of Madagascar, though extending a hearty welcome to missionaries, and especially to English missionaries, treated the political and mercantile emissaries of the suzerain Power with such suspicion, and exhibited such a dog-in-the-manger policy towards the representatives of every friendly Power which endeavoured to co-operate with them in the path of civilisation, that in 1895 France lost patience and decided to make her protectorate effective. An expedition was sent out, and the island made a French colony, with General Gallieni as Governor-General and Commander-in-Chief. It will be remembered how the Hova, who had boasted for years that their capital of Tananarivo was impregnable, not only displayed the most abject cowardice in the way they allowed a small body of French troops, decimated by fever, to have literally a "walk-over," but also behaved in most bitterly ungrateful fashion to that gallant English soldier of fortune, Colonel Shervington, who had devoted his energies to building up an Hova army.

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A PEEP INTO THE INTERIOR.

Amboditonana, a lovely tropical suburb of Tamatave.

Since the French have definitely taken possession of Madagascar the condition and prosperity of the country have undergone considerable improvement. So far, however, where the development of the Malagasy towns is concerned, the greatest progress has been made in the case of those on the coast, notably, the ports of Majunga and Tamatave, on the north-west and east respectively. The almost entire absence of roads in the interior has prevented much being done elsewhere, and the capital of Tananarivo still remains just as it was when the exiled Queen Ranavalona held her Court there.

Of the two chief

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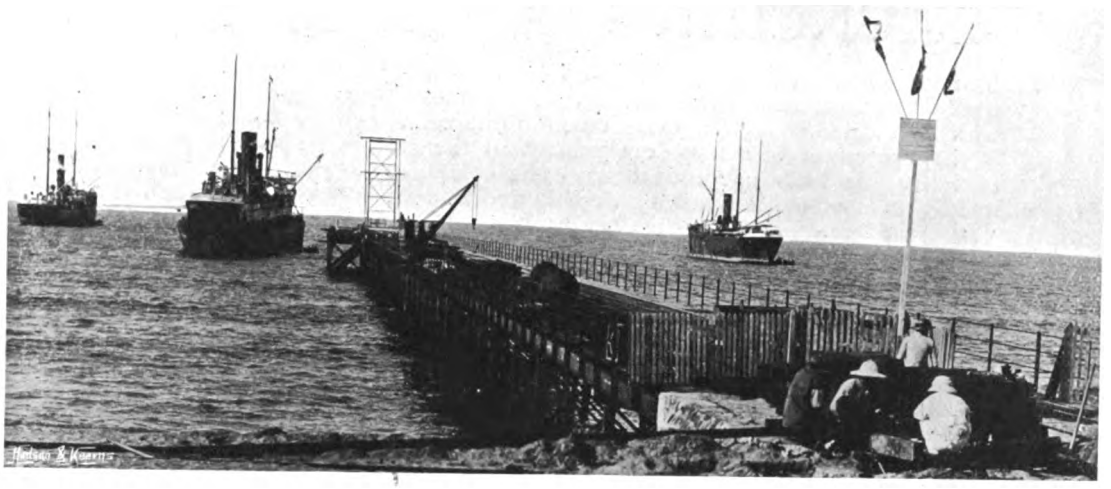
ports of Madagascar, Tamatave, with a population of 15,000, is the most important centre of trade, which is explained by its advantageous geographical position between the Mascarenes and Central Madagascar, and by its possession of a commodious harbour, safe during seven or eight months of the year, and now visited regularly by the steamships of three French lines. The town of Tamatave, which can claim to be the Liverpool of Madagascar, is built on a promontory, and its buildings are gradually assuming an European aspect. Formerly the knee-deep sand rendered a visit to the town in the tropical sun a wearisome undertaking, but now the French ædiles are macadamising the roads and paving the side-walks. The principal thoroughfare, called the Rue de Commerce, traverses the backbone of the narrow promontory, the turnings on either side revealing glimpses of the sea, not five hundred yards distant. Houses of considerable size have been established here by English, American, and French trading firms, though some have been diverted from their original uses. For example, the brick building formerly belonging to the New Oriental Banking Corporation is now the offices of the Messageries Maritimes Navigation Company, while the old Law Courts, also the work of Englishmen, have just been converted into a Commercial Museum, Reading Room, and Chamber of Commerce. Formerly houses protruded into the street farther than the kerbstone of the present pavement, while to the narrowness of the old thoroughfare was added yet another impediment in the form of an avenue of fine trees throughout its length.

Prior to the French occupation, travellers landing at Tamatave had to be borne on the backs of Hova porters, but now there are both a wharf and a jetty. The former, which was only opened in December 1901 is of steel construction, 300-yds. in length by 25-ft. broad, and is terminated by a platform, furnished with cranes and landing stairs. However, until dredging shall have been carried out, this wharf will not be of much use, as large vessels cannot venture alongside. Tamatave boasts a telephone service, and there is a telegraph line between the port and Tananarivo. A light railway, which commences by running through the Rue de Commerce, has already been constructed to Tromdro, and is to be extended thence to Tananarivo, 180 miles distant. Waggon roads have also been made between Tamatave and the capital, while the canalisation of the lagoons, which, owing to the scarcity of roads, are the chief means of communication to and from the interior, has been begun. Given capable and enlightened government, there should be a great commercial future awaiting Madagascar.



A DISAPPOINTING UNDERTAKING.

The fine new wharf at Tamatave, where vessels cannot berth until the channel is dredged

THE HUB OF A RISING COLONY.

The Chamber of Commerce and offices of the Messageries Maritimes Steamship Navigation Company at Tamatave.

Photos. Copyright. *"Navy & Army."*

AN IMPORTANT THOROUGHFARE.

The Rue de Commerce, the principal street in Tamatave.

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LAUNCHING A CHILIAN BATTLE-SHIP

THE launch of the new Chilian battle-s hip "Libertad" was looked upon with more than the ordinary interest which prevails on similar occasions, for this vessel is the forerunner of a new development in the art of battle-ship building, inasmuch as she combines the principal features of a first-class battle-ship and cruiser. Both the "Libertad" and her sister ship the "Constitucion," which was launched a few days previously at Newcastle, may be looked upon as being two of the most powerful vessels afloat, when their size and displacement are taken into consideration. The dimensions of the "Libertad" are, 436-ft. long, 71-ft. wide, 41-ft. deep, draught 24-ft. 7½-in. She has a displacement of 11,800 tons and a horse-power of 12,500, giving a speed of 19 knots, thus combining a battle-ship's power with a cruiser's speed. The "Libertad's" main armament includes four high-power 10-in. breech-loading guns, capable of penetrating 11-in. Krupp plates at a range of three miles. These guns have a muzzle velocity of 2,840-ft. per second. She has also fourteen 7·5-in. guns, which have a muzzle velocity of 2,958-ft. per second, each capable of firing seven rounds to the minute. In addition to these powerful weapons she also possesses a large number of smaller guns—14-pounders, 6-pounders, and Maxims, together with torpedo-tubes.

The launching ceremony of this vessel was performed by Her Excellency Mme. de Gana, wife of the Chilian Minister at the Court of St. James's, on January 15. The new vessel looked very smart as she rested on the slips awaiting the final ceremony before sliding gracefully into her natural element. Her hull was painted a deep brick-red, whilst above the water-line she had been clothed in a suit of steel-grey. On her bows is painted the centre portion of the Chilian flag, consisting of a white star on a blue background, this being encircled by a floral design in gold on red. Above the vessel amidships floated the emblem of Chile, and on her bows a similar flag was flown. As soon as the work of knocking away the "dogs" from under the vessel's sides was completed Mme. De Gana pulled the string releasing the bottle of champagne with which the vessel was christened, and as she named her the "Libertad" the new battle-ship was seen to move on the ways with gradually increasing speed, until she gracefully slid into the water amid the cheers of the spectators, and Chile's latest battle-ship was launched.

Although this vessel was only laid down on April 7 last, it would have been possible, had occasion demanded, to have launched her in November—but seven months after laying the keel—and as it is, notwithstanding the short time which has elapsed since the order was given to Messrs. Vickers, Sons, and Maxim, she has all her side armour in place, her barbettes are erected in readiness for the heavy guns, and also most of her casements are on board; in fact, she was launched in a far more advanced state than vessels usually are. Had the Chilian Government needed, the "Libertad" could have been delivered considerably under the stipulated time, viz., eighteen months.

Lieutenant Dawson, R.N., at the luncheon remarked that during the French submarine boat manœuvres it had been clearly demonstrated that a successful defence against torpedo and submarine attacks was impossible unless the utmost vigilance was displayed; and in view of the fact that but a small part of a submarine vessel would be visible, and that perhaps only for a very short space of time, it was of vital importance that a rapid manipulation of the heaviest secondary armament should be possible, in which respect the "Libertad" can comply with the demands of such action.

It has been estimated that one round of shot from every projectile on board would represent a total weight of 5,800-lb., varying from 500-lb. downward. She is capable of discharging a total weight of 13¾ tons of projectiles to the minute, whereas the best done by any other ship of like or even greater displacement is only nine tons.

Altogether, the "Libertad" and her sister may be said to be a most valuable addition to the Chilian Navy, and their future performances will be looked forward to with great interest, in view of the new departure which they represent.

THE "LIBERTAD."

Our illustration shows the vessel at the moment when she took the water.

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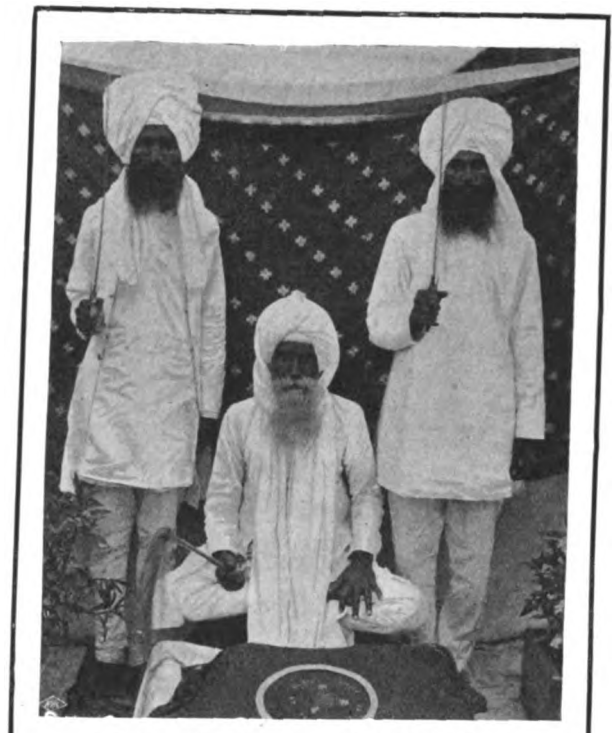
OUR INDIAN EMPIRE.

By CAPTAIN OWEN WHEELER.



A SIKH PRIEST AND HIS ATTENDANTS.

A Running Record of Military Life and Incident in the "Shiny East."

SOME interesting details have recently been published with reference to the announcement made at the Coronation Durbar of the King's intention to appoint Royal Orderlies from the Indian Army. Six Native officers, three from the Cavalry, and three from the Infantry, Engineers, and Artillery, are to be selected at the beginning of March in each year by the Commander-in-Chief in India and sent over to London, where they will reside in a house specially acquired for their use near Buckingham Palace. They will only hold their appointments for one season, and will return at the end of August to India, to be replaced the following April by a fresh staff. They will, for ceremonial purposes, be under the control of the officers of the Royal Household, and will wear the uniform of their respective corps with the addition of a specially designed aiguillette.

One cannot but be struck by the very careful and skilful manner in which these details have been thought out. The idea of having a permanent representation of the Indian Army in England is, of course, not a new one. Some fifteen years ago I myself repeatedly suggested in print that a troop of Native Cavalry should form part of the personal *entourage* of the Sovereign, and I dare say if one took the trouble to hunt through old letters and memoirs of Anglo-Indian soldiers one would find that the same or a similar proposition had been made fifty years previously. But though the thing was quite possible, and though it would undoubtedly have been a goodly sight to see the Sovereign driving forth from Buckingham Palace with a mixed escort of British and Native Cavalry, there were, admittedly, practical objections on the score of expense and inconvenience. The plan of having half-a-dozen Indian officers as Orderlies to the King will remove many of these objections, although it will necessarily cost a good round sum and give a certain amount of trouble. But the idea of making the appointment merely for the spring and summer months is an excellent one; and, after all, the expense is the merest trifle compared with the excellent results which are certain to attend this wise acknowledgment of the Indian Army's aspirations towards closer approximation to His Majesty's person.

It is increasingly obvious that the personal loyalty to the Throne which was so strongly in evidence at the Coronation Durbar has been notably stimulated by the subsequent tour of the Duke of Connaught. It is pleasant to be able to add the conviction that, on purely personal grounds, the visit of His Royal Highness to the Indian stations where he formerly held high military rank has been a source of real enjoyment to the European community, to which the advent of illustrious guests is not always an unmixed satisfaction. The Duke of Connaught is simply ideal in the *rôle* of travelling Royalty, for, while he can be every inch a Royal Duke on occasion, and while among soldiers and civilians alike his military reputation compels unwavering respect, he is so thoroughly frank, considerate, and appreciative of every effort made to give him pleasure, that no one grudges for an instant the little extra toil and worry which ceremonial requirements in his case demand. By the Army, of course, he is always warmly welcomed, and it would probably be difficult to find a single corps in India in which some pleasant reminiscence connected with him is not preserved with something akin to affectionate regard.

It has been the same ever since the Egyptian Campaign, in which the Duke first came into personal contact with the Indian Army. I was in India at the time, and I remember a friend of mine, now holding a very high military appointment, who had served on the staff of the Indian Contingent as a subaltern, recounting his own first meeting with the Royal commander of the Brigade of Guards. He was talking, more or less idly, with another comparatively junior officer, when the Duke came up quite casually, and, greeting them in the pleasant German fashion as "comrades," entered into their conversation just as if he had been a brother captain, and without a trace of anything indicating even a superiority of rank. What he had to say, too, was, as usual, marked by excellent sense and genuine soldierliness, and it is not surprising that when my friend afterwards learnt that the Duke was coming to India, he should have regarded the circumstance as a particularly fortunate one for the Indian Army.

I do not often have much to say in these notes about the Madras Presidency, because I confine myself a good deal to my actual experiences, and, although I happen to have been born at Madras itself, my soldier service was all in Bombay, the Central Provinces, and Simla. Still, what used to be called the Benighted Presidency must not be neglected for these personal reasons, and accordingly I rejoice this week to be able to record an interesting incident which occurred quite recently within easy distance of Cape Comorin. Some sixty miles from the latter is the southern railway terminus of Tinnevelly, the centre of a district in which apparently there are some smart experts in crime. A short time back a band of dacoits, or professional robbers, appeared before the house of a wealthy resident in this district, dressed in the uniform of the police. They explained that they were in search of a runaway offender, and proceeded to ransack the house, eventually departing with a safe containing valuables. The owner organised a pursuit, but, as he pressed it inconveniently close, the dacoits shot him down, wounding him mortally. They then passed on, protected by their disguise, and ultimately escaped. For downright hardihood this murderous exploit would take some beating, and it is a useful reminder that there are still some parts of India where the long arm of the law cannot always be trusted to prevent audacious crime, however generally efficacious it may be in bringing ordinary offenders to justice.

Again, while the above may be regarded as a somewhat extreme example of the sort of case with which the Indian Police has to deal, it is instructive as showing that that department covers a ground very different from the usual area of police operations in Europe. In point of fact, the Indian Police Force is a very special institution indeed, and I daresay a good many of those who look to it as a possible career for themselves or their sons or other relations have a very sketchy idea of its actualities. Perhaps, for the benefit of such readers, a few notes on the subject may usefully be included among these desultory comments on the Indian military services, more especially as a large portion of the Indian Police has a distinctly military character, and is organised and administered on military lines.

The rules for admission to the Indian Police can always be obtained from the Secretary, Judicial and Public Department, India Office, but, speaking generally, the age limits are from nineteen to twenty-one, and there is a strict medical as well as literary examination. The papers set at the previous examination can be procured from Messrs. Eyre and Spottiswoode, East Harding Street, E.C., and other Government agents. Successful candidates are nominated as probationers and are subjected to a riding test. On arrival in India they receive a salary of 250 rupees a month and within two years must pass certain departmental examinations. If they fail to do this, or are otherwise found unfit, they are liable to removal from the service. If they pass satisfactorily and are otherwise approved, they are appointed Assistant District Superintendents of Police at 300 rupees a month. The pay in this grade may rise to 500 rupees, and that in the grade of District Superintendent from 500 rupees to 1,000 rupees. There are also Deputy Inspectors-General drawing from 1,200 rupees to 1,500 rupees, and Inspectors-General from 1,700 rupees to 2,500 rupees.

The life of a police officer in India depends, of course, very much on the province in which he is located. In the Punjab he may have a very stirring career indeed, and in Southern India a comparatively humdrum one; but an active

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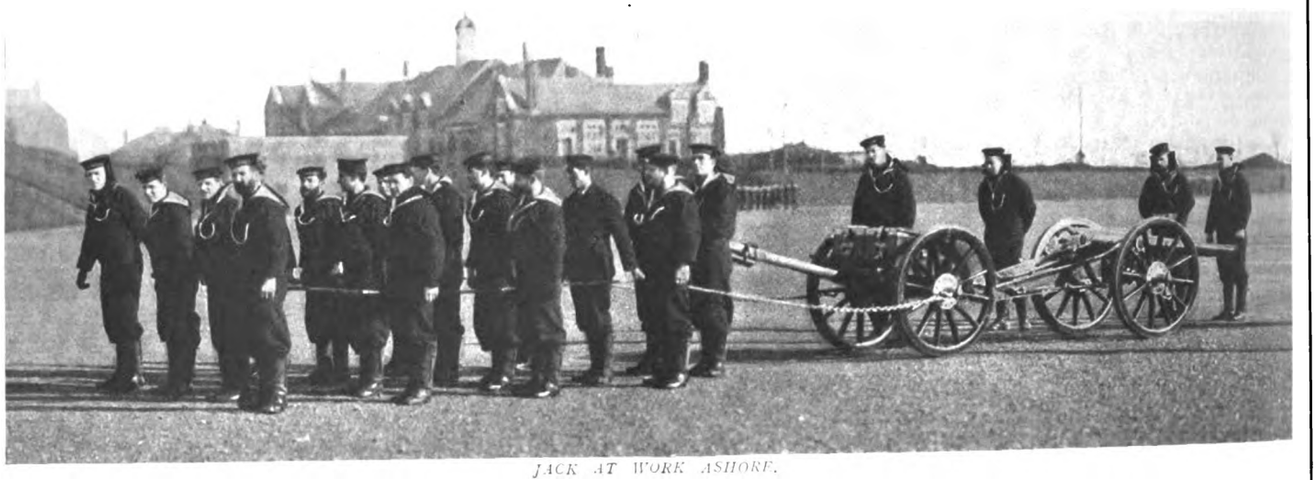
man with some resources in the way of a love of reading or of sport may spend a very happy and comfortable life in the police, apart from the performance of his duties, which are generally pretty onerous and always responsible. Of course, at times he has rather a lonely existence, for he is obliged to be constantly travelling through a large district, and may often be separated for weeks from European companionship. But in the average civil station he has the District Commissioner, the Executive Engineer, and the doctor to foregather with, and the intercourse is usually of a close and very friendly sort. There are also spells of duty at larger stations, and if a man is both zealous and lucky, he may find himself transferred to the hills, in what is, to all intents and purposes, a lucrative staff appointment.

Taken all round, an Indian Police officer is better off as regards the difference between pay and expenditure than the Indian Army officer of the same seniority, and in my time it was not at all uncommon for Staff Corps officers to get themselves transferred to the Police for this reason. But no man should think of entering this branch unless he is in the first place very fit indeed in a physical sense, has a level head on his shoulders, and a fair temper, and is further prepared to stand occasional strains of very hard and sometimes perilous work. The suppression of riots and dacoit-hunting are variations from the ordinary duties of a police officer, which may lead to distinction, but which, at the same time, are very severe tests of a man's temper and resistance—sometimes of the hardness of his head and constitution as well.



JACK AT WORK ASHORE.

THE NAVIES AND ARMIES OF THE WORLD.

A Weekly Causerie by David Hannay.

I WROTE a fortnight ago about the early life and character of the Count D'Estaing, whose operations on the coast of North America and in the West Indies in 1778 and 1779 make one of the most interesting passages in the American War. From first to last the story is full of instruction. In order to understand it we must begin in 1777. By that date the belief that France and this country must come to blows was becoming general. The Government of King Louis XVI. professed, indeed, to maintain a strict neutrality, and issued orders forbidding American privateers to make use of French ports. But it was notorious that these orders were very ill obeyed. The French people were, in fact, forcing the hand of their Government. Private adventurers slipped over to America to share in the fighting, while others at home were actively engaged in exporting contraband of war. The famous dramatist, Beaumarchais—the author of the delightful "Marriage of Figaro"—was extremely active and ingenious in these manœuvres. He loved a promising combination of adventure and pecuniary profit, and had, withal, a capacity for lying never excelled, and not often equalled. The Government was nowise averse to yield to pressure. Its desire to revenge the disasters of the Seven Years' War was strong. Nothing kept it back except its doubts whether the American insurgents were capable of proving useful allies, and the unprepared state of its Fleet. These facts, and especially the condition of the French Navy, must be kept in mind if we wish to estimate at all fairly the utter want of foresight of our own rulers, who allowed themselves to be surprised by the actual outbreak of war in 1778, and managed matters so beautifully that we were all but overtaxed when the fighting actually began.

* * * *

The French Minister for the Navy was M. de Sartine, who had to correct the results of long neglect and the fantastic reforms of the Duc de Choiseul. In 1777 he decided to commission a squadron of six ships of the line for practice at Toulon. An account of the difficulty he met with will be found in Brun's "History of the Port of Toulon." The wooden repairing docks were rotten, and had to be replaced by stone. The ships were often old and needed repair. But what was worse than the deficiencies of docks and vessels was the want of seamen. Much eloquence has been very ill-employed in praise of the Inscription Maritime. As a matter of fact, it worked rather worse in the eighteenth century than our own good old hand-to-mouth method of bounty and press. Justice requires one to add that it never had a fair chance. France was rich, but corruption, favouritism, and incredibly bad finance kept the Government poor. While gentlemen in high posts could build themselves dining-rooms to seat sixty persons out of Government stores, there was a constant want of spars, cordage, and canvas for the ships. The sailors were left unpaid, not, as our men were, because of a cruel and stupid system of account-keeping, but from sheer want of money. Of course they deserted. In the winter of 1777 M. de Sartine allowed half of them to go back to their families, partly from pity, but partly also to save money. When, in 1778, the squadron of D'Estaing was got ready for sea, sailors were not forthcoming in sufficient numbers. Those who had been secured were ill-clad, and frequently had no hammocks. They were apparently expected to supply their own, and received a three months' advance for the purpose. But they sent the money to their families—or at least that is what the historian, careful of the dignity of history, records. Without offending the memory of these poor fellows, we may venture to guess that they not infrequently spent their allowance in a last inspiriting carouse. Be this as it may, when we know that the French sailor was half clad, and pigged on the bare deck, we can understand the epidemic which nearly unmanned many of D'Orvilliers' ships in the long cruise of 1779. We can understand, too, why the French sailors hated the King's Service, even more bitterly than our own, who bore it little love. They hid themselves, and deserted whenever they could, and they had many chances, for the merchant ship-owners detested the Inscription Maritime as heartily as the men, and gave them constant aid.

* * * *

By hook and by crook, by furbishing up old tubs and finishing new ships, by scraping together what sailors could be found, and making large drafts on the Army to complete the complements, a squadron of twelve sail of the line and five frigates was got ready in the spring of 1778. D'Estaing came down to command it in March, and it sailed on April 13 for the American Coast. It was very unevenly composed. Some of the vessels—D'Estaing's flag-ship, the "Languedoc"

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(80), for one, the "Tonnant" (80), and the "Cesar" (74)—were fine. Others, the "Guerrier" (74), for instance, commanded by the famous Bougainville, and the "Vaillant" (74), were heart-breaking tubs. The winds were for the most part either contrary, or light and unsteady. With the smartest handling possible, the progress of a squadron compelled to regulate its speed by its worst sailers would have been slow, but D'Estaing's ships were abominably handled—not from want of goodwill, as far as I can discover, but simply from want of knowledge. There were not nearly as many sailors as were required, and the soldiers, who were at sea for the first time in their lives, had to be taught everything from the beginning. It happened that squadrons of our own sailed in pretty much these conditions; the complaints of want of "prime seamen" are loud and constant in our Naval history. But I gather, not so much from any definite piece of evidence as from a number of small indications, that the French Navy suffered from a cause of weakness from which we were free. When an English captain had to sail with a crew composed of 40 or 50 real seamen, 150 boys, and from 300 to 400 gaol-birds, landsmen, and marines, he could rely on it that his officers could, and would, put their hand to anything at a pinch. An appreciable element among them came from before the mast, or were masters and masters' mates, who were, by the nature of the case, practical seamen. The gentlemen-officers, as a rule, made it a point of honour to be equal in the art to the pure sailor-men. With the French there was much science—far more, indeed, than with our officers—but they were a "noble" corps, and it was below them to do mechanical work. The *officiers blues*, when in from the merchant service, regulated their conduct by that of the aristocratic corps. There was nothing answering to our masters and mates. Therefore, it was a far longer business to lick a French squadron into shape than to apply the same process to one of ours.

* * * *

In these conditions it need not surprise us that D'Estaing took thirty-one days from the date of leaving Toulon to clear the Straits of Gibraltar, and that he did not reach the Coast of Virginia till July. He has been blamed for dawdling and for wasting time in running after prizes, and he certainly erred on the side of deliberation. But he might not unfairly plead that an admiral who has to train his crews in the elements of their business, and who is hampered by crawling tubs, cannot be expected to make good progress.

* * * *

In the meantime, and while D'Estaing's squadron was being painfully commissioned, or was limping laboriously from Toulon to Cape Spartel, what were we doing? From the day that the news of Burgoyne's surrender at Saratoga in October of 1777 reached London, it could not be doubted that France would strike in. She informed us that she had recognised the independence of the United States and made a treaty with them in the early days of 1778. The preparation of the Toulon Squadron was no secret, and nobody could be under any delusion as to what its destination would be. In fact, the Parliamentary Debates of the session of 1777-78 show that the case was thoroughly understood, and also that there were many who knew that the most effectual way of preventing D'Estaing from turning upon the American Coast was to deal with him in the Straits, as Boscawen had dealt with M. de la Clue in 1759. We had some sixty sail of one class and another, mostly small, with Howe in America. We were preparing the Western Squadron under Keppel to face the French fleet at Brest. But we knew that we must reinforce Howe, and a force consisting of one 90-gun ship, eleven 74's, and one 64 was prepared to sail under Byron ("Foul-weather Jack"). With smart management it might have been ready by the time D'Estaing sailed from Toulon. If it had been at Gibraltar in the early days of May, we may say with confidence that the French admiral would never have seen the capes of Virginia. What it did do was to sail from Plymouth on June 9, while the French squadron had been in the Atlantic from the middle of May. When it did go it steered for North America. There was at this late date nothing better to do; but the result was to show how disastrous an ordinary accident must be when you are going on the wrong lines. From the day "Foul-weather Jack" sailed he met his notorious luck—heavy gales from the south-west, and one unbroken series of storms, which blew him all about the North Atlantic. Official stupidity helped, and between the two he was too late to save Howe from being caught in a position of extreme peril by D'Estaing.

BEAUTY AND THE TEETH

HOW shall our teeth be kept healthy? With a tooth-brush and tooth-powder or tooth-paste, is the almost universal reply. And herein lies one of the most irreparable blunders of our time!

It has been long demonstrated that the teeth are destroyed by chemical and bacterial processes. A whole scientific literature exists proving beyond the possibility of doubt that it is impossible to preserve the teeth without keeping the mouth antiseptically clean and in health; that is to say, free from microbes and fermentation processes.

But in spite of all this the majority of us confine the care of our teeth to brushing them with tooth-powders or tooth-pastes. As if the whole art of keeping the teeth in good condition merely depended on superficially cleansing them from impurities, just as dust is removed from china. The teeth are discoloured, attacked and ultimately brought to distress by something far more serious than dust that can be brushed off—by microbes and processes of fermentation! And it is necessary to combat these processes in the only way in which they can be combated, that is by antiseptics and by *liquid* antiseptics that will wash the whole mouth.

Only a moment's reflection should convince everybody that one can reach the external surface of the teeth alone with preparations like tooth-powder and tooth-paste, but our teeth are not so obliging as to decay only in places which we can conveniently reach with brushes, powders, and pastes. On the contrary, mischief mostly begins precisely in those localities which are difficult of access—such as the backs of the molars, in the interstices of the teeth, and other cavities. Thus it is self evident that in order to protect the teeth from injury and to keep them sound it is absolutely indispensable to use an antiseptic *fluid* which will come in contact with all parts of the mouth and teeth, pass between the interstices, enter fissures, antiseptically cleanse the back of the molars, and, in short, be effective everywhere.

The necessity of this is also demonstrated by the fact that almost everyone who cleans the teeth daily with such antiquated preparations as tooth-powders and tooth-pastes has damaged teeth, particularly the back teeth. How many millions of teeth are yearly sacrificed to this childish method of cleaning?

We want a *fluid* antiseptic cleansing preparation which will wash the whole mouth, reach the remotest corners, and by means of its disinfectant powers arrest the processes injurious to the teeth.

This result can be secured with absolute certainty, as has been demonstrated by modern science, by the new liquid dentifrice, Odol.

Odol is the first and only preparation for cleaning the mouth and teeth which counteracts the causes of microbic fermentations deleterious to the teeth. This absolutely certain effect, which Odol has been scientifically proved to possess, is principally due to a property which causes it to be absorbed by the mucous membrane of the gums so that they become impregnated with it. The immense importance of this entirely new and unique property should be fully grasped; for whereas all other preparations for the cleansing and protection of the teeth are effective only during the few moments occupied in cleaning the teeth, Odol leaves an antiseptic deposit on the surface of the mucous membrane and in the interstices of the teeth which continues to be *effective there for hours*. In this manner a continuous antiseptic effect is produced, by means of which the whole oral cavity, to the minutest recesses which it contains, is completely freed from all processes and bacteria which attack the teeth. It follows that everyone who daily and regularly cleanses his mouth and teeth with Odol will practise the most perfect hygiene of the mouth and teeth in accordance with recent scientific principles.

Odol is supplied to the public in two distinct flavours—"Sweet Rose" and "Standard Flavour." The former is delightfully mild, and in special favour with ladies, while generally "Standard Flavour" is preferred on account of its more expressed taste and refreshing and invigorating effect. When the teeth are cleaned with Odol the whole mouth is rejuvenated as the body is by a bath.

As to its taste, it is most delicious and refreshing.

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BARA SINGH AND MARKHOR SHOOTING IN KASHMIR.—II.

By H. I. N.

THE next day was Sunday, and I took the opportunity of having a good rest in bed in the morning, but in the afternoon I, my shikari, and the Rajah's own head hunter went out to spy with our glasses all the likely spots for game. Up one side valley we saw seven markhor, but none of the bucks had shootable heads. However, just as it was getting dark the local man saw a herd on one of the spurs near the head of the nullah. There were some eight or ten bucks and nannies, and at least three of the former were fine big beasts; we watched them until dark and then returned to camp. At 3 a.m. I was up, and after a light breakfast started to climb the spur, accompanied by the two shikaris and a coolie with food. Part of the way was bad going, so we lighted pine-splinter torches, which threw a lurid and ghostly light on the rocks and boulders as we stumbled along up the mountain track, and increased the deep gloom of the pine forests beyond our immediate surroundings.

As we neared the crest of the lower hills day began to break, gradually things grew more distinct, and at last we were able to see. We were nearly high enough, so sat down to rest and await the coming of the sunlight.

Habibulla, the Rajah's man, crawled off to a place whence he could watch the ground where the markhor had been the evening before, and after an absence of some twenty or thirty minutes reappeared, having seen nothing of the animals on the feeding ground, but he had found fresh tracks leading over the ridge and down a markhor track which lost itself in the precipices on the northern slopes. The path was impracticable for a man to follow, unless he was willing to risk his life at almost every step. There was nothing to do but wait and watch. At last, at about 7.30 a.m., my own shikari, who had been lying among the rocks some little way off, looking over the precipices, signalled to me to bring my telescope.

I went over to him, and he pointed out some indistinct moving forms amid the long grass and pines on the first of the gentle slopes perpendicularly below us. One glance through the glass showed them to be markhor, and evidently some of the herd we were searching for. They were feeding slowly up hill, but it was exceedingly unlikely that they would leave that grass slope and climb the precipice to where we were. Habibulla had now come up, and we three had a consultation; we all agreed that the best chance of success was to get down to their level, but how to do so was the problem. To retrace our steps and come up the valley from the other side would take us at least five hours, and the game might have moved by then. To go down the precipice, as far as we could see, would be very dangerous, if not impossible. Whilst thus talking it over and watching the movements of the markhor, I happened to notice a small dry watercourse, strewn with boulders, which led

MARKHOR GROUND IN THE PIR PANJAL.

obliquely downwards, and which had cut a sort of chimney in the side of the precipice. We went over and examined it, and Habibulla and my shikari, after talking for some moments in Kashmeeri language, at last announced in Hindustani that they thought we might manage to get down it. My man, Russola, started first, I was next, and Habibulla last. The coolie was ordered to remain concealed above and on no account to move. The rifle was passed carefully down from one to the other as each of us reached a good footing in the chimney, in places we had to help one another down, the one below guiding the feet of the one above him into the cracks or on to the inequalities of the rocks.

Russola, my shikari, was a splendid cragsman, and as he led he had to feel his way down by himself, sometimes swinging by his arms only until he was able to find a footing. At last we reached the grassy slope, and we crawled along through the undergrowth and trees towards a fallen pine. On reaching this cover I lay down to regain my breath after the exertion of our descent. Russola was lying close to me with his head over the tree trunk. Suddenly he placed his hand on my shoulder, and just as I was trying to raise myself he whispered that he could see the game close to us. I wormed myself into a kneeling position and peered over the tree. There in front I could see two small bucks and five or six nannies grazing unconcernedly, and a huge pair of corkscrew horns were nodding over the top of an adjacent bush as an old buck was nibbling at the young shoots. Presently his body came into view, and I looked over the sights of the rifle. Russola whispered, "Wait, there is another and a bigger one." This latter at last appeared, and the two old bucks began a playful butting match, which I cut short by bowling over the last arrival, just as he was collecting himself for another charge. There was a general stampede for the precipice, a crowd of nannies and small bucks appeared and dashed up the rocks. I reloaded and fired a second shot at the next biggest buck as he was following the old nannie who took the lead up a break-neck path above us, but missed him clean in my excitement. I wounded another as they were making off, he dropped sheer over the precipice. When we recovered the body we found one horn only was cracked, but the body was torn to pieces by the rocks and trees encountered during the fall. The horns measured just under 40-in., and I was well pleased with the day's work.

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FROM THE LOFILA PASS.

Looking back towards Baltal in the Scinde Valley.

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WAR TROPHIES AT CHELSEA.—V.

FORTY years ago the collection of flags at Chelsea Hospital had not shown the ravages of time to the sad extent now apparent, for at the present day few of the flags admit of being deciphered, whether as to inscriptions, devices, or even colours.

MALTESE FLAGS.

There are four of these in the Hospital, which had fallen previously, it is presumed, into French hands, taken, it is said, at the surrender of Malta in 1800 to Sir Ralph Abercromby. The *United Service Magazine* of February, 1851, page 258, states: "The French when they took Malta attacked some chosen men of the Battalion of Malta and a Marine Battalion, and captured their colours." The red crosses on these flags are Greek—indented at the sides like "reguly" in heraldry—and the projections on each side point to the upper corners of the flag when it is held upright. The four ends at each corner have, in the first flag, a tower; in the second and third, a ship and tower, and a dove above the ship; in the fourth, two ships, with an anchor below and a dove above; and all the ends of the crosses show a ducal coronet above the devices mentioned, the first of which only is represented here. (Plate XXV.)

DUTCH FLAGS.

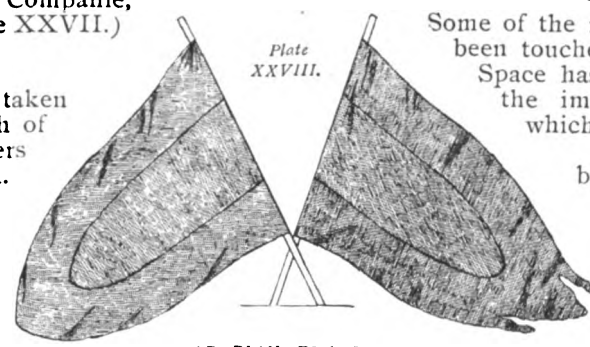
There are two Dutch flags in the chapel, which are stated to have been the colours of Prince Louis Bonaparte. (Plate XXVI.) The figures on each are exact representations of the designs shown in the coloured illustrations of them in Chelsea Hospital, the groundwork of each being represented as pale buff, with alternate patches of red and blue as a border, and spear-heads of white metal.

It is believed that the same inscriptions were originally on both flags, and on the reverse side the following: "De Koning aan Het Vijfde Regement," "Infanterie van Linie, Tweede Bataljon." The inscriptions "Getrouwheid aan den Koning" signify "Loyalty to the King"; "Moed," "Courage"; "Krijgstucht," "Discipline"; "Vijfde Regement," "Fifth Regiment"; "Infanterie van Linie," "Infantry of the Line"; "Tweede Bataljon," "Second Battalion." There are also two taken from the Dutch East India Company in the hall. These latter have on them the "Nederlands Magd" (the Dutch Britannia), and the monogram, "V. O. C." ("Vereenigte Oostindische Compagnie," or United East India Company). (Plate XXVII.)

ARABIAN FLAGS.

There are two of these, which were taken at the capture of Aden in 1839, in each of which the colours of the centres and borders (red and green respectively) are reversed. (Plate XXVIII.) The Sheikh of Aden ceded that place to the British, but his nephew, of the tribe of Arabs, refused to give it up to the small force, under Captain Haines, the political agent. Additional troops were then sent from Bombay, and the place was attacked and carried on January 18, 1839, by Captain Smith of the "Volage," and Major Baillie, commanding the troops.

Plate XXVIII.



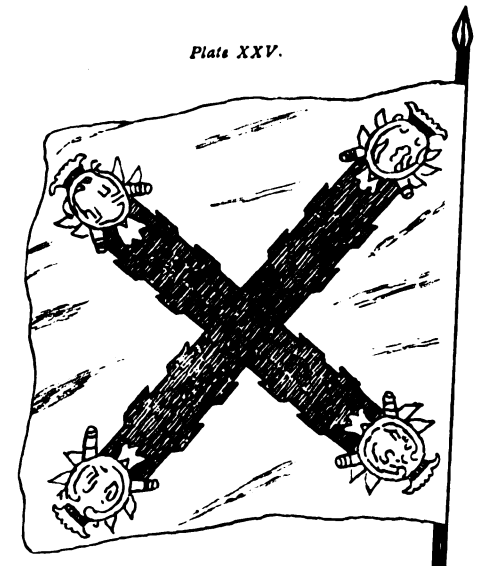
ARABIAN FLAGS.

KANDYAN AND CHINESE FLAGS.

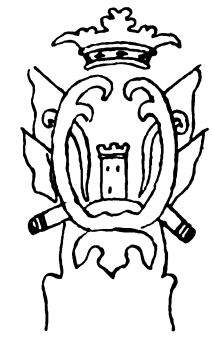
Three of these (Plates XXIX. and XXX.) were taken from the King of Kandy at Ceylon, when he was driven from his capital in February, 1803. One of these Royal Standards was captured by Captain William Pollock, of the 51st Regiment, and one was taken at the village of Hangwelli in September, 1803. The Lion Flag of the 7 Korles is mentioned in some accounts of processions in Ceylon. The central figure of a double drum (which was fastened to a man's neck by a ring) appears on one of these, and the ring above it is the Discus.

There are also some Chinese flags in the Hospital taken at Chinghai and Ningpo in 1841, now mere remnants, with scarcely any trace left of them. Judging from these, however, it seems clear that at that period there was no uniformity of design, as no two flags of that date appear to be exactly alike, though the prevailing main feature in them was then (as now) a dragon in some form, with head erect and mouth open, aiming at the sun, the latter being represented as a red ball.

Plate XXV.



MALTESE FLAG.



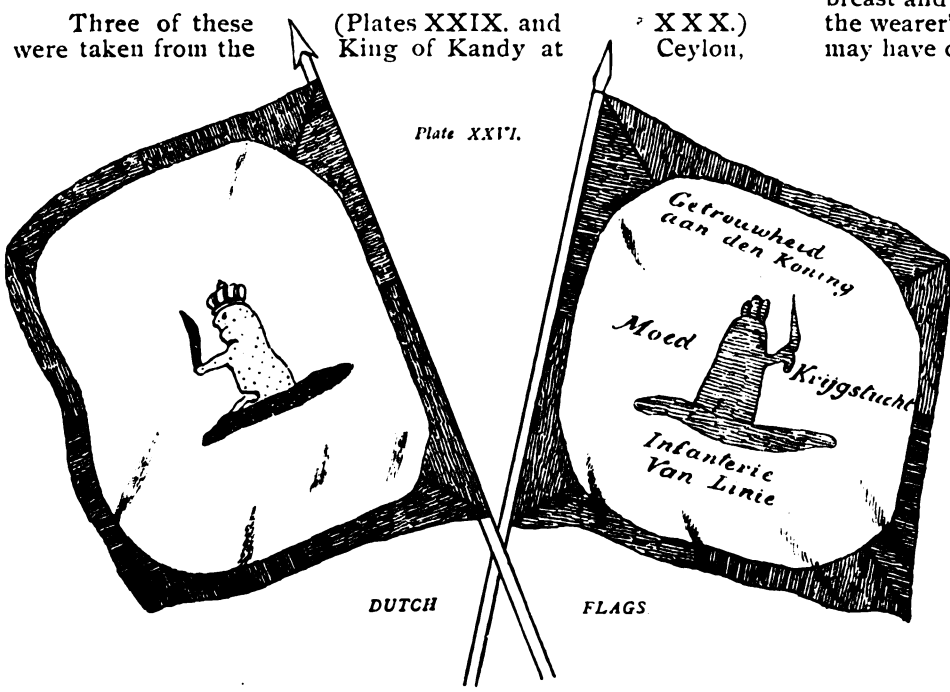
DESIGN IN EACH CORNER.

VARIOUS OTHER TROPHIES.

Some of the more interesting of the trophies have been touched upon, but there are many others. Space has not sufficed to more than indicate the important campaigns and events with which they are connected.

The trophies of arms in the hall between the windows are of various dates, and contain weapons and armour which go back to the times before there was a Regular Army in this country. For the purposes of general effect objects have been mixed up, Elizabethan breastplates being seen next to percussion muskets and other equally modern weapons. Two of the most ancient pieces of armour are the two shields fixed on the gallery, with pistol barrels projecting from their centres of the time of Henry VIII. The broader breast and back plates with the hanging "taces" to protect the wearer's thighs are of the time of the great Civil War, and may have clad some of the London trained bands who fought at Newbury in 1643, or at Naseby in 1645. Along the top of the trophies are horsemen's helmets, some with triple bars to guard the face, of Oliver Cromwell's time. All the cavalry did not wear metal headpieces; many had felt hats, but with small skull caps of iron inside, such as are seen on the walls. Of the arms, some of the flint muskets and carbines belong to the days of the Revolution, though the matchlock musket was in many of William III.'s fights. Muskets and carbines with flint locks, pistols with skeleton locks, percussion muskets and pistols, and even the German needle-gun. Swords of all kinds, English and foreign, drummers', pioneers', cavalry swords, infantry sergeants' and Scotch claymores, sword bayonets of many types, ordinary bayonets, heads of sergeants' halberds, used as late as 1830, and breastplates and backs, such as the French cavalry wore at Waterloo, though our Household Troops only resumed such iron coats at the Coronation of George IV. in 1830. These, with Naval cutlasses, boarding axes, Artillery

Plate XXVI.



DUTCH FLAGS

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pruning horns, and other military odds and ends, make handsome and appropriate ornaments for this splendid hall.

The fresco painting at the west end of the hall represents Charles II., the founder of the Royal Hospital, on a richly caparisoned horse. On one side of him are various figures, expressive of treason and anarchy, which had been overcome; on the other are those expressive of the happy and plenteous results of his reign, and in the background a south view of the centre court of the Royal Hospital. It was designed by Verrio, a Neapolitan, who died in 1707, and was finished by Henry Cooke on account of Verrio's eyesight having failed him, and was presented by the Earl of Ranelagh. At the sides of it are painted trophies of plug bayonets and also bandoliers, with the arrangement of twelve small bottles or boxes of wood, in each of which was a charge of powder, and the bag to carry the bullets.

The portrait in oils of the Duke of Wellington was presented by Mr. R. A. Laing in 1884, and painted by John Simpson.

The picture of the battle of Waterloo in the gallery at the east end is by George Jones, R.A., and was presented by the members of the British Institution in 1820.

The large fresco in the chapel, over the Communion table, representing the Resurrection, was executed by Sebastian Ricci, and the oak carvings by Grinling Gibbons. It is deeply interesting to see the chapel during the time of Divine Service. Mr. Herkomer's well-known picture of "The Last Muster," a print of which hangs in the great hall, depicts a body of the pensioners at service-time, all the features drawn from life. Not one of those shown now survives.

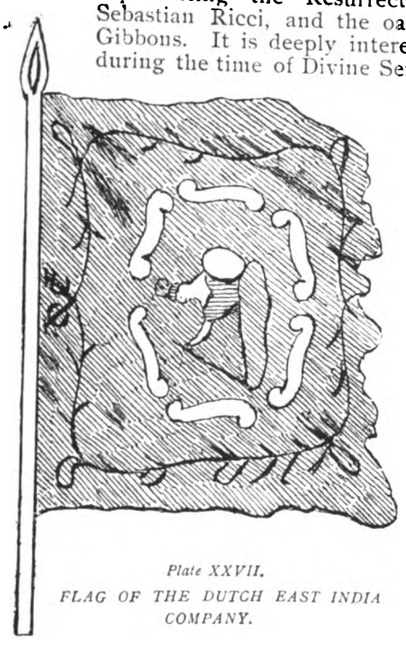

Plate XXVII.
FLAG OF THE DUTCH EAST INDIA COMPANY.

The hall has been the scene of some remarkable events: The court-martial on the conduct of General Whitelocke; the court of enquiry into the Convention of Cintra; the lying-in-state of the Duke of Wellington, November 10 to 17, 1852; the Crimean enquiry, etc. A number of old pensioners who had served under the Duke, gathered from all parts of the kingdom, followed the body from Chelsea to St. Paul's.

The monuments in the terrace also should not escape notice in these notes. Considering the appropriateness of the place for such military memorials, they are not as numerous as might be anticipated, but there is little doubt that in time the whole space available in the terrace will be used for this purpose.

The gardens, with their many frontages to public thoroughfares, afford excellent sites for statues and monuments of all kinds, which are sure to be utilised, but they contain few up to the present time.

Foremost of these may be noticed two mural monuments, erected by order of our late beloved Sovereign, to the memory of the officers and men who were lost in the wrecks of the "Europa" and "Birkenhead" transports.

The "Birkenhead" troop-ship sailed from Queenstown to the Cape on January 7, 1852, with detachments of various regiments. It struck on a rock off Simon's Bay, and of 638 persons on board, 454 of the crew and soldiers perished.

The "Europa" transport, while on her voyage to the East, with the headquarters of the 6th Dragoons and a detachment of the regiment, was, on May 31, 1854, when about 200 miles from Plymouth, totally destroyed by fire, the commanding officer of the troops, the veterinary surgeon, twelve rank and file, and one woman lamentably perishing.

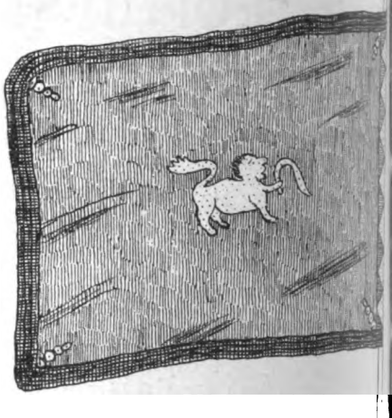

Plate XXIX.
A KANDYAN ROYAL STANDARD.

The most prominent monument in the Hospital grounds is the Chilianwallah obelisk, facing the gateway from the river embankment, to the memory of 255 officers, non-commissioned officers, and soldiers of the 24th Regiment who fell in the action with the Sikhs at Chilianwallah January 13, 1849. The British forces, under Lord Gough, met the Sikhs in considerable strength under Shere Singh. The Sikhs were routed with a loss estimated at 3,000 killed and 4,000 wounded; but the English suffered heavily too—26 officers killed and 66 wounded, 731 rank and file killed and 1,446 wounded. Of these, nearly 1,000 were Europeans. On February 21 following, Lord Gough again attacked the Sikhs at Gujerat with more complete success, the whole of their camp being taken and their power broken.

This monument was erected, as the inscription tells, by their surviving comrades in the year 1853, and the base was enlarged and completed twenty-four years later at the instance of General Sir Charles Ellice, K.C.B., formerly of the same regiment, who collected a sum of money for the purpose, which was liberally supplemented by the Commissioners of the Hospital. Also on the terrace, in a line with the Chilianwallah monument and the Hospital clock, is a large memorial cross, erected to commemorate the services and death of 243 officers, non-commissioned officers, and soldiers of the 8th King's Regiment while engaged in suppressing the Sepoy Mutiny of 1857-58.

In the Ranelagh Gardens, facing the entrance to Chelsea Barracks, is a handsome bronze statue, on a granite pedestal, to the memory of Sir James McGrigor, Bart., M.D., Director-General of the Army Medical Department, erected by public subscription, principally by the medical officers of the Army.

In the corridor the Commissioners of the Hospital have placed, on behalf of the in-pensioners, a brass tablet to the memory of Colonel Richard Wadeson, V.C., Major and Lieutenant-Governor of the Hospital from 1880 to 1885, who was greatly beloved by all the pensioners, and here also is the artist's original plaster-cast of the marble monument erected in St. Paul's Cathedral to the memory of Major-General Sir Arthur Torrens, K.C.B., who was killed in the Crimea.

Among the trophies of war are also the field guns captured at Waterloo, which, together with a Burmese gun, are on the terrace, and the Sikh guns at the base of the Chilianwallah monument. Two of the latter guns were taken from the gallant Sikh Army at the battle of Chilianwallah, and were presented by the East India Company.

In addition to the war trophies and some English colours deposited in the hall, there is much to claim attention in the Royal Hospital. Its origin, its architecture, which brings many every year to study and sketch it, its monuments and inscriptions, its paintings, frescoes, and engravings, its customs, records, and relics of a bygone time, and last but not least its pensioners, past and present—including women—soldiers who have fought in many battles, combine to make it a building with associations of an unusual kind and exceptional interest; but these lie apart from our subject.

[Concluded.]

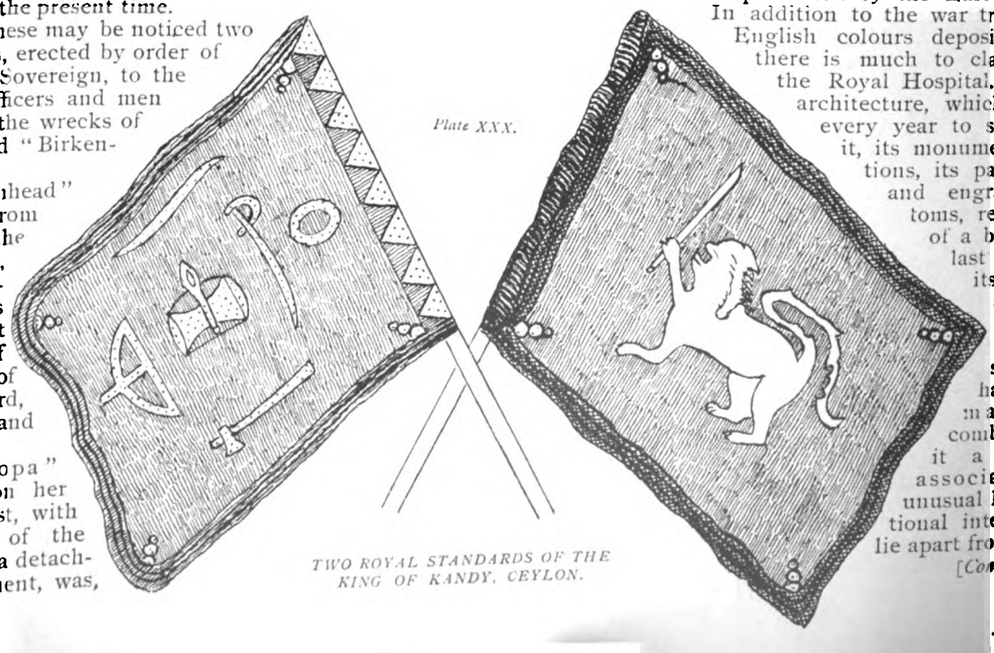

Plate XXX.
TWO ROYAL STANDARDS OF THE KING OF KANDY, CEYLON.

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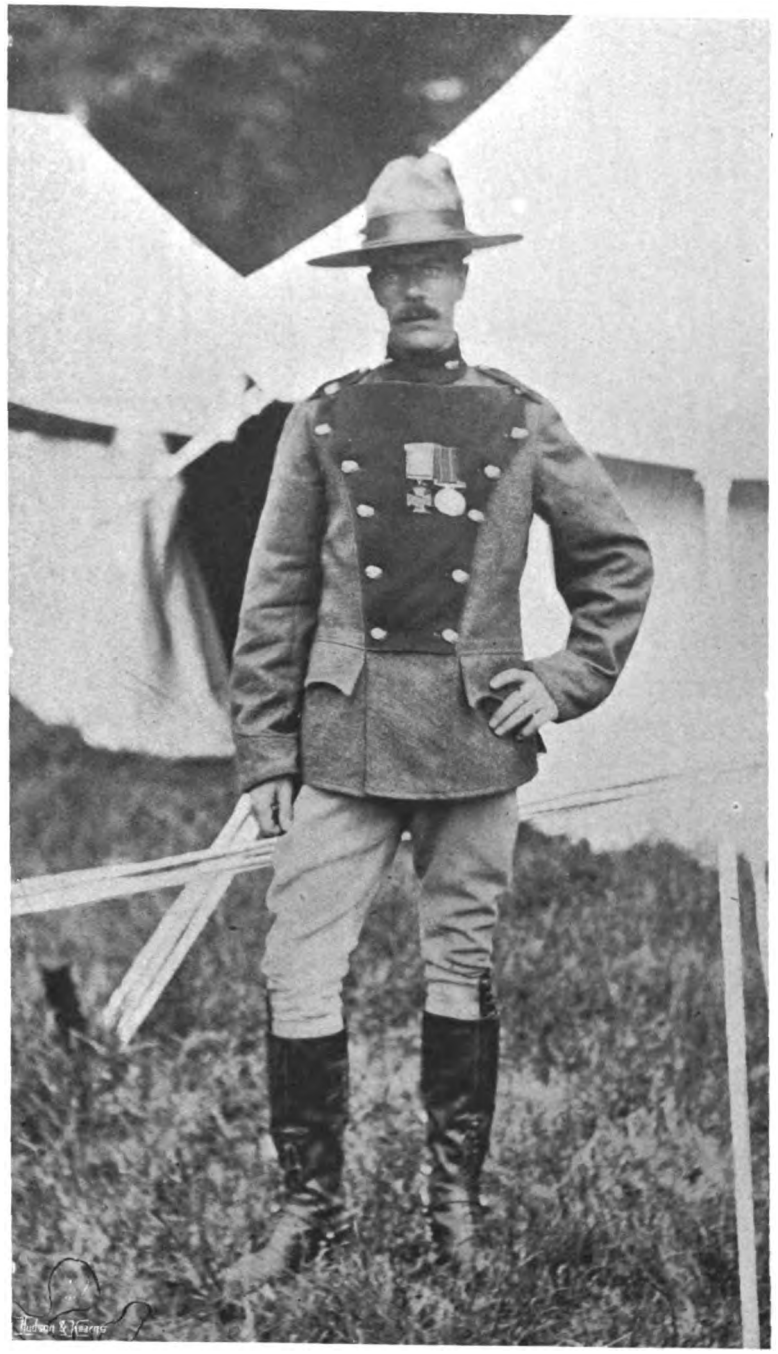
OUR V.C. GALLERY.

Photos. Copyright.

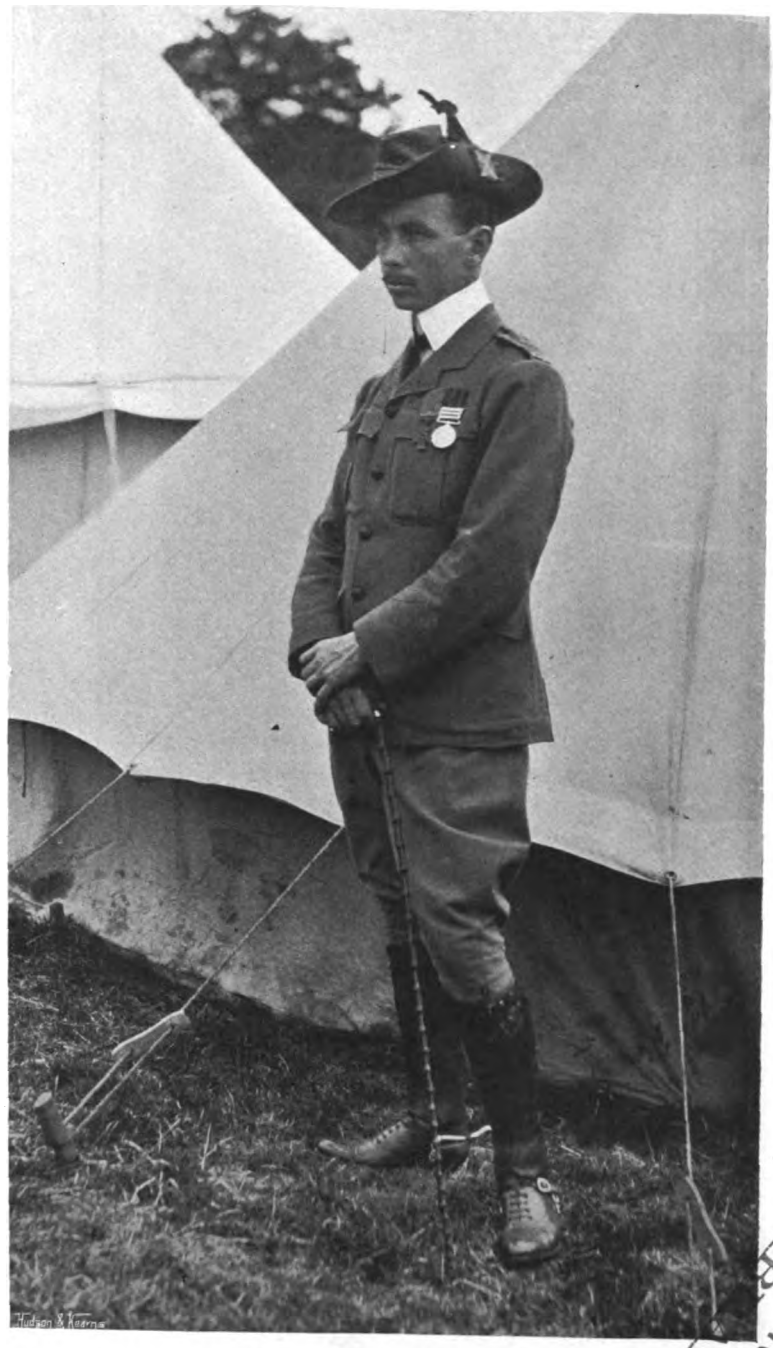
LIEUTENANT W. J. HARDHAM, V.C.

During a skirmish near Naauwpoort, Farrier-Major Hardham, of the 4th New Zealand Contingent, went to the assistance of Trooper McCrae, who had been wounded, and, placing him on the back of his own horse, ran alongside to a place of safety.



DRIVER H. H. GLASOCK, V.C.

Who was elected by the gunners and drivers of "Q" Battery, Royal Horse Artillery, to receive the Victoria Cross. All the members of this battery were conspicuously gallant and daring during the terrible affair at Korn Spruit.



LIEUTENANT W. J. ENGLISH, V.C.

This officer with but five men held a position at Vlakfontein during an attack by a superior force, numerically, of Boers, and in spite of four of his men being wounded maintained the position, personally obtaining further ammunition by crossing a zone of heavy fire.

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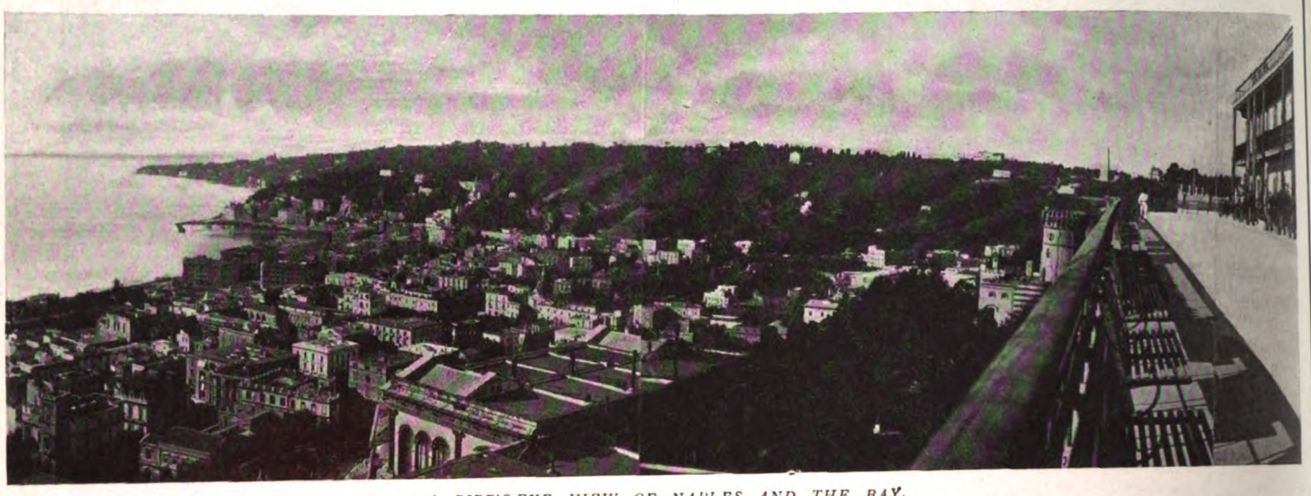

A BIRD'S-EYE VIEW OF NAPLES AND THE BAY.

ROUND THE WORLD.

MADEIRA.

IN a previous article, it will be remembered, we dealt at some length with the Canary Islands, which, with Madeira, attract some thousands of visitors every year. The Canaries, however, lie nearly 200 miles south of Madeira, and, as may be easily imagined, the keenest rivalry exists between the two places. This week we propose to give our readers a few practical hints with regard to the island of Madeira, which offers unequalled advantages for those who, although not actually invalids, need entire rest and change of surroundings.

That Madeira is essentially a land of laziness is a fact that none will deny, and the problem of how to take life in the most leisurely and comfortable manner appears to have been worked out in a truly scientific manner by the natives of this island. The result is, that there is no better place in the world for recuperating one's health after prolonged illness or business worry.

Almost from the very moment that the traveller sets foot in the island he is afforded an opportunity of observing the slow, leisurely mode of life to which the Madeirans have accustomed themselves. Only take as an example the quaint bullock *carros* which convey the newly-arrived guest from the landing-stage up to any of the hotels. This is the principal means of locomotion in the island, and surely a slower or more crude method of getting about would be difficult to conceive. Or take, again, the hammocks, which are another feature of this island. These are swung on poles and carried by natives, who seldom show signs of tiring of their human burden. It certainly strikes one as being a lazy method of getting about the island, though it must be admitted that the motion is both smooth and pleasant and conducive to sleep. We wonder what would be the native impression of an automobile tearing along at the rate of sixty miles an hour!

Although Madeira has emerged from the position it originally held as a sort of sanatorium for persons in different stages of consumption, there are really but limited means at hand to keep a pleasure-loving public amused. But it is not so much to these that the regular *habitué* looks as to spending a few quiet weeks or months, as the case may be, in a climate that is both sunny and dry, and among surroundings which are unsurpassed for beauty.

DESCENDING FROM MOUNT CHURCH IN RUNNING "CARROS."

The excursion to Mount Church, which is a favourite outing from Funchal, is particularly interesting, as it affords the visitor ample opportunities for viewing some of the beauties of the island. The trip is made by train—the only one in the island, in fact—constructed on the same principle as the Rigi Railway in Switzerland. The total length of the line does not exceed three miles, but the constant changes of scenery and climate concentrated into this very short journey are most remarkable. Of course, when the summit is reached the view is magnificent and Messrs. Reid, who own four or five of the best hotels in the island, are also proprietors of the Mount Park Hotel, at which it will be found convenient to take luncheon. The descent is made by running *carros*, wherein lies a novel experience for those unaccustomed to this mode of travelling. The *carros*, by the way, consists of just an ordinary wicker chair mounted on a pair of runners, and is to all intents and purposes a form of sledge. Seated in this, and guided from the back by means of ropes, you literally tear down over the cobbled road, reaching the bottom in under three minutes.

There are innumerable other excursions to different parts of the island, but space forbids us going into particulars. One can, as a matter of fact, vary these trips into the mountains every day for a fortnight, and even then be left new ground to "discover." Although the hammock is admirably suited to those of delicate health wishing to view the beauties of the island, the horses available for hire are by no means to be despised.

The capital of the island is Funchal, at which port steamers of both the Union Castle and Elder, Dempster Lines call regularly. A weekly service is maintained by the

A HAMMOCK PARTY IN MADEIRA.

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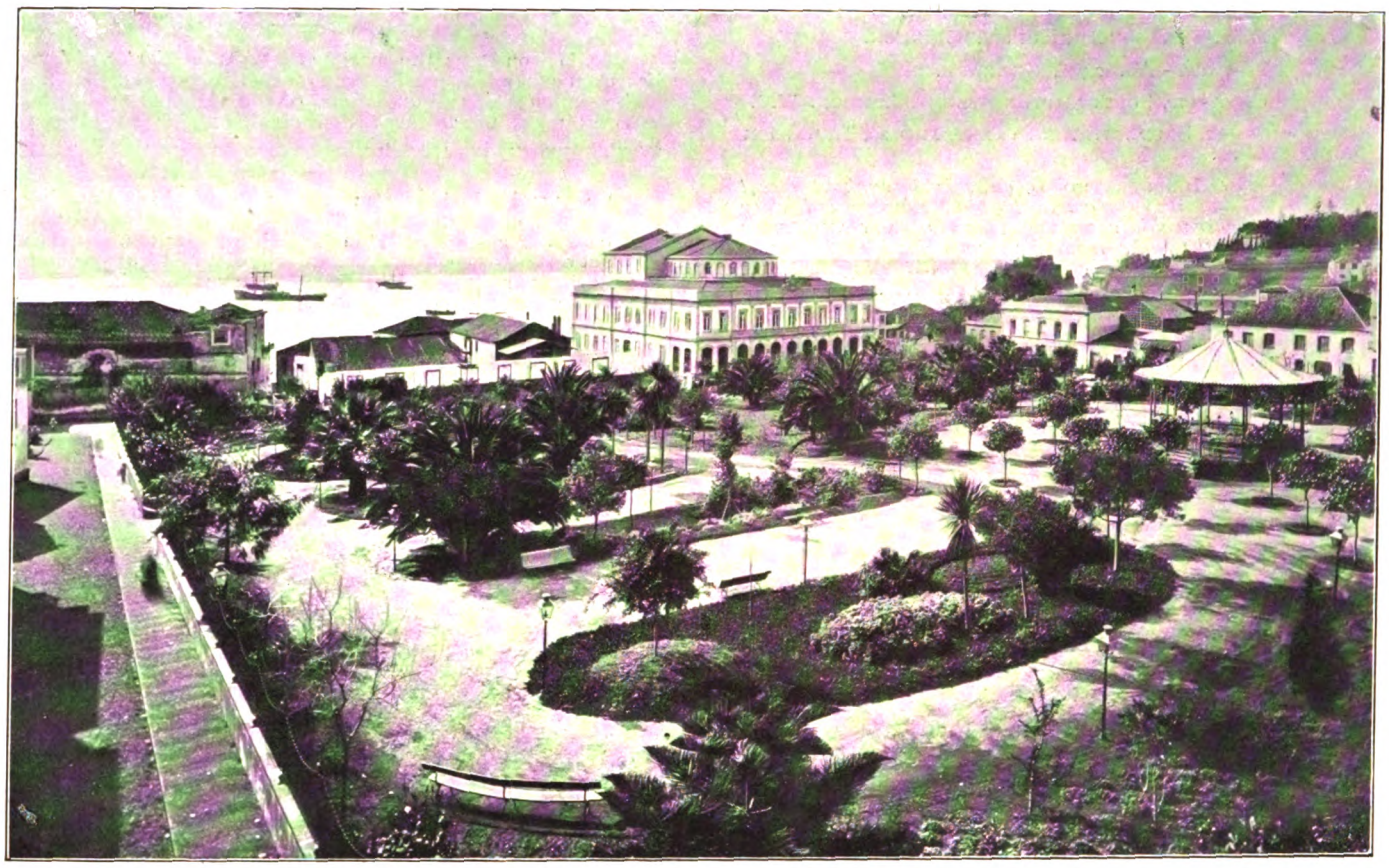
Castle Line, by which the return fare costs £25 first class. The journey occupies three and a-half days from Southampton. The Elder, Dempster boats from Liverpool to the West Coast of Africa call once a fortnight and take nearly a week. It is worth bearing in mind, however, that a saving of nearly £10 on the return fare may be effected by travelling by the latter route. An alternative route is by the Forwood Line, which can also be recommended. In Funchal itself Messrs. Reid own no less than four of the best hotels, while Jones's Hotel Bella Vista, which is well situated near the New Road, is also much patronised by English visitors. The rates are very moderate, and range from 8s. to 12s. a day, with the possibility of making terms for a prolonged visit. It cannot be said that the wants and requirements of English visitors have in any way been overlooked, for there are English doctors in practice and an English church, built after the style of the Pantheon at Rome. There is a handsome opera house in Funchal, where a company usually performs during the season from December to May. Then there are various social functions continually taking place, with an occasional dance. The English Club, with its splendid library, billiard, card, and reading rooms, to which temporary members are admitted, is well patronised. Madeira being a veritable "Garden of Eden," fruits of various kinds are naturally in great abundance, bananas, pineapples, grapes, and oranges being obtainable for a mere song. Flowers, too, are most plentiful.

The clothing to be taken should consist of light material of corresponding weight to that usually worn at home during the summer. Of course, wraps and warm clothing should be taken for the voyage, short though it be, which for the first twenty-four hours often proves extremely cold. For winter wear felt or ordinary straw hats are better than helmets. There can be no doubt that Madeira is just as charming a place for a winter holiday as the Canary Islands, though perhaps a trifle quieter. It has at least one advantage over its more southern neighbours, namely, that of being a day's journey nearer to home—a fact which subjects of *mal-de-mer* are apt to lay some stress upon when choosing between the two places.



VIEW OF THE PUBLIC GARDENS AND THEATRE AT FUNCHAL.

FRASCATI: AN EXCURSION FROM ROME.

THERE is probably so much in Rome itself to occupy the visitor's attention, that few people ever dream of making the charming excursion to Frascati, with its splendid villas, the work of the Popes and Roman Princes. The journey is by no means fatiguing, and occupies only an hour from the Eternal City. The town is most picturesquely situated, overlooking the Campagna Romana, and here, as is the case in many other parts of Italy, the vine is extensively cultivated. The voyager who intends to remain in Frascati longer than one day will make the Grand Hotel Frascati his headquarters, there being no other hotels in the neighbourhood. The Grand has undergone many improvements of recent years, and, with its excellent restaurant and moderate charges, will no doubt surprise many a visitor to these parts.

Of the many lovely villas, the one belonging to Prince Torlonia, called the Villa Conti, is perhaps one of the most beautiful. This is the first villa met with on leaving the hotel, and the view from the terrace, which includes Rome, the Campagna, and in the far distance the sea, is awe-inspiring to a degree.

The Villa Aldobrandini, which was built for a nephew of Clement VIII., with the Church of the Cappuccini near by, is equally, if not more, attractive. There are several entrances to it, but the most imposing is, unfortunately, usually closed. In the absence of the Princes visitors are permitted to view the magnificent suite of rooms on the ground floor.

The Church of the Cappuccini contains many fine pictures, while the old oak on the right of the church, under whose shade Cicero is supposed to have rested, cannot fail to attract the visitor's notice.

The Tusculum, destroyed by the Romans in 1191, is next reached, passing the Villa Ruffinella on the way. The remains to be seen here, which consist of amphitheatre, forum, piscina, and the once famous walls, have only recently been thoroughly brought to light, though the work of excavation was commenced as far back as the year 1835.

The Cathedral of Frascati well repays a visit; it was built by order of Pope Innocent XII. in 1700, and is dedicated to S. Pietro. It is interesting to recall that a portion of the building of the Grand Hotel once formed a villa in which His Eminence of York resided, while Garibaldi made a three months' sojourn there.

There are two interesting processions which take place in Frascati every year in honour of S. Rocco and S. Sebastian, its patron saints. The feast of the Corpus Christi usually attracts a large number of visitors, as it is on this occasion that so many picturesque costumes may be seen. Those who are unable to stand the climate of Rome are strongly recommended to try Frascati, whence Rome may be conveniently reached.

Queries and Replies.

HIGH SWISS RESORTS (CHEST).—Both Davos and St. Moritz have a wide reputation for chest troubles. You could also try Wiesen, in the Davos Valley, 4,760-ft. above sea level, or Arosa, 6,090-ft. above sea level, both of which have a well-deserved reputation. In St. Moritz you would find the Kulm Hotel a very comfortable hostelry, and first-class in every way. Terms are from 12½-fr. a day.

ST. RAPHAEL FOR A STAY (A. J. S.).—The climate of St. Raphael is mild and pleasant in winter; the season extends from May to October. The rainfall is comparatively low, and there are about 115 sunny days during the season. The Hotel Continental can be highly recommended, and *pension* terms could doubtless be arranged for a protracted stay.

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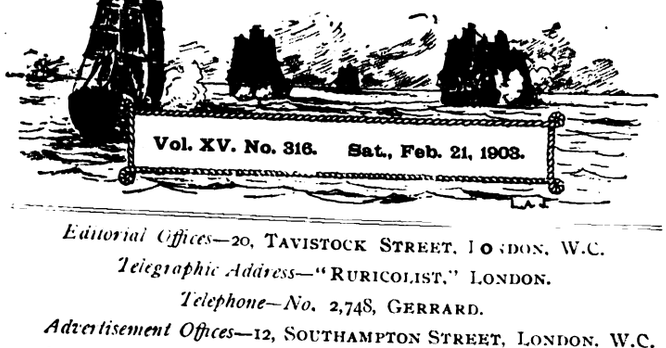

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MEMS. FOR NAVAL AND . . . . . MILITARY MESSES. .

ON Thursday evening, January 29, at the Holborn Restaurant, London, Lieutenant-General Lance, C.B., distributed to the staff of the Jaeger Company the prizes won at their rifle range, the opening of which in August last by Mr. Rudyard Kipling was referred to in these columns. As showing that the range has been appreciated by the members of the firm, it may be mentioned that since its inception only a few months ago no less than thirty-two prizes, marksmen's badges, and National Rifle Association certificates have been won by its members, a full muster of whom numbers about one hundred. General Lance and Mr. L. R. S. Tomalin addressed the members on the importance and value of rifle-shooting for civilians, and the hope was expressed that other firms will follow the example of the Jaeger Company in providing means for teaching young men the use of the rifle. In addition to the excellent musical entertainment which was given, another interesting feature of the evening was the distribution by the directors of prizes won in connection with the scheme under which the staff of the company are encouraged to make suggestions for improvement in any shape or form in either the goods or the conduct of the business.

The Royal Military Tournament will be opened on May 14th this year for a fortnight as usual. There will be in addition to the usual Naval and Military features a miniature Durbar and a display by the boys of the Duke of York's School. The rules and regulations for intending competitors have been revised, and it is therefore important that they should be carefully studied. No form will be issued after April 9, and early application to the office, 2, Great Scotland Yard, should be made.

Mr. Melton Prior, the special artist of the *Illustrated London News*, has been commissioned by that journal to proceed to Somaliland to make sketches of the operations of the British Expeditionary Force. This will make the twenty-fifth campaign which Mr. Melton Prior has witnessed in the interests of the *Illustrated London News*.

A new and valuable feature is introduced this month into H. Gaze and Sons' Continental Time Table. In front of the ordinary tables will be found a series of Alphabetical Summaries of the best express connections between a number of the principal European cities. The arrangement is alphabetical as regards starting point and destination. In the present issue six cities—Amsterdam, Berlin, Brussels, London, Paris, and Vienna—appear as centres, and similar tables relating to fifteen other cities will be included in the March issue. The through tables, giving the same services in the usual tabulated form will be in no way reduced, but the new summaries will also serve as an index to them, thus giving at a glance the times of the best trains and the pages on which particulars of the route, intermediate stations, etc., may be found.

Mrs. Markham, the wife of the Commander-in-Chief at the Nore, has presented a silver cup to the ship's company of the new sloop "Odin." This trophy will be held by the gun's crew making the most points annually at heavy gun practice.

"Hazell's Annual" (Hazell, Watson, and Viney, Limited) is in its eighteenth year; and the issue for 1903 shows a further advance in completeness. No matter on what subject of contemporaneous interest the book is tested, something will be found which will be sufficient for ordinary purposes, and adequate as a guide for less superficial enquiry. The editor, Mr. W. Palmer, has succeeded in giving its contents that quality of definiteness which makes the work so valuable to the publicist. The accounts of the Navy and Army and the notes referring to progress in foreign Fleets are very complete, and the information given is, as usual, up-to-date and reliable. Asiatic questions, Near and Far, are treated with the necessary fulness, and there are several new maps and special articles. "Hazell" is a book no man, whatever may be his occupation, should fail to have on his table.

The first number of *Men and Women* is out, and a bright and breezy little paper it is. "Dagonet" has very carefully and conscientiously done his editing, and a clever staff of workers have gathered round him to assist in steering the little sea-green-covered paper through the stormy seas of public criticism into the safe haven of popularity. A long life and a merry one, and may it live to celebrate its 1,000th birthday as did its companion, *Cassell's Saturday Journal*, but lately.

At the Dowdeswell Galleries, 160, New Bond Street, on February 4 an exhibition of water-colour drawings by the late Charles Davidson, R.W.S., was given. Some of the sketches were admirable little works, and, like most of Messrs. Dowdeswell's exhibitions, this one was well patronised by the art-loving public.

"John Bull's Year Book" (The John Bull Press, Limited, 1s.) is indeed a merry manual, and some of the sketches, which are profusely scattered throughout it, are most appropriate to the subjects they illustrate. It is a small cyclopædia of everything; the Navy and Army, drama and music, journalism and literature all find a place in this little manual, which is as low in price as it is high in value.

A dramatised version of Mr. Charles Gleig's "The Misfit Mantle" was produced at the Cork Opera House last week. In the work of dramatisation Mr. Gleig has been assisted by Mr. P. Egerton Hubbard. The book is about to go into a second edition.

Elsewhere in this issue we have an illustration of the Welsh Fusiliers' goat, which for a short time last week it was feared was to be killed. We are much gratified to learn, since that page went to press, that the famous pet (not the one, however, given to the regiment by the late Queen) has been saved, and we offer our hearty congratulations to the officers on their success, even as we condoled with them in what was at the time, a threatened misfortune.

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THE
NAVY & ARMY
ILLUSTRATED.

VOL. XV —No. 317.] SATURDAY, FEBRUARY 28th, 1903.

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THE THIRD OPENING OF PARLIAMENT BY THE KING.

WAITING AT WESTMINSTER FOR THE ROYAL RETURN.

This picture, with Big Ben in the background, shows the types of the Household Troops—the Foot and Horse Guards, whose presence always adds to the picturesque character of a State pageant.

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A PICTORIAL RECORD OF THE WORLD'S NEWS.
20, TAVISTOCK STREET, LONDON W.C.

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FIXED OR . . . FLYING?

WHEN the history of our own times comes to be written, the historian is likely to say a good deal both about Lord Selborne's record as Minister of Marine and about Mr. Brodrick's term of office as Minister for War. Defence questions are really the largest and most important of the age. Of the majority of the subjects which engage men's attention, the historian will have little or nothing to say. But when he reckons up the causes and events which led either to the extinction of the British Empire or to the glorious triumph of our race over the dangers which threatened it—we cannot tell yet which he will have to chronicle, though we pray God it may be the latter—he will separate the essential from the transitory, the real from the apparent; and the age which reads his conclusions will see clearly much that we can only see dimly to-day.

We will not anticipate the verdict of history upon Mr. Brodrick. The verdict of the present time is that he might do well in some subordinate position, but that he utterly lacks the grasp, the foresight, and even the intelligence, for the office in which he has proved himself so complete a failure. This may be toned down, or it may be expressed even more strongly. Those who live long enough will see. No one, however, need wait for the printed record of Lord Selborne's career to feel certain what history will say about him. It will set forth that, although he was not gifted with any striking talents, least of all those talents which impress the multitude, he acted as a wise statesman should, and deserved well of his country. Of course, we do not attribute to the personal initiative of Lord Selborne the changes that are being made by the Admiralty in the direction of greater efficiency in the Navy and greater security for the Empire. But he has the valuable quality of being ready to learn from those who are able to teach. Having assimilated the best Naval opinion and the soundest views of the great problem of Defence, he has laid down a path and followed it without turning either to the right hand or to the left. In a word, his theory is good, and therefore his acts are sensible.

Mistakes the Admiralty may have made and still be making. We do not feel happy about the Gibraltar Harbour, for example. It looks very much as if, having spent several millions on the western works, which are exposed to fire from the surrounding hills, they are now about to spend many millions more on similar constructions upon the eastern side. However, we must wait for official explanations before we arrive at a final opinion on this point; and, after all, Government Departments are only just beginning to get into the way of realising that they exist for the service of the public, not the public for the benefit of them. So it would be unreasonable at this stage to expect a record altogether free from blunders. Equally impossible is it for the Admiralty to shake off all at once the trammels of red tape. In some ways it is foolishly fussy and "official." No harm could be done by allowing trustworthy correspondents to witness all our Naval manœuvres. The refusal to allow this only leads to the dissemination of wild rumours and ridiculous inventions. But here, again, too high a standard must not be looked for as yet. The great thing to be recognised is that the Admiralty under Lord Selborne has shown itself to be alive to the needs of the time, and has won the confidence of the nation.

This is why such a proposal as that which the *National Review* made, for the establishment of a Naval squadron in the North Sea, has been met with the general and obvious answer that the disposition of our ships is a matter which must be left to the Naval Department. The country feels that it has good reason to trust the Admiralty to keep the Fleet in such a condition and to dispose of it in such a way that it may be able at any time to meet attack wherever it might come. The changes just announced in the commands of the squadrons which cruise in home waters have added to this feeling. We may rest assured that, if it were desirable to keep ships permanently in the North Sea, the Admiralty would keep some there. Also, should a Naval base or a dockyard be wanted on the East Coast, one will no doubt be taken in hand, though the authorities in Whitehall are not any more likely now to buy up the bankrupt stock offered to them in that direction than they have been any time these last few years.

Most people seem to think that a dockyard and a Naval base are the same thing, and that it is desirable to have as many of this thing as possible. They should clear their minds by studying the gist of Admiral Cyprian Bridge's paper on the subject, which he read to a society in Hong Kong some little time ago. A Naval base is, in other words, a supply depot where ships must from time to time take in coal and ammunition and water and provisions—where they can generally refit and revictual; and permanent Naval bases, according to the high authority of Admiral Bridge, are by no means so useful in time of war as bases established on the spur of the moment at points where they are seen to be required. Those who direct operations must know beforehand all such points in all the possible areas of conflict, and there must be arrangements for transporting to them very quickly all the stores that will be required. Given these conditions, which, no doubt, Admiral Bridge made clear to his hearers, it is not difficult to understand the force of his argument in favour of shifting as opposed to fixed bases. The latter are known to the enemy, and he will naturally lay his plans so as to make it as difficult as possible for use to be made of them. The flying base, on the other hand, can be set up in an unexpected quarter equally unfamiliar to the enemy and advantageous to our side. The one hampers the free movements of a fleet; the other gives it increased mobility. The admiral who depends for his supplies upon a fixed base is in the same position as our Army was in South Africa. The Naval commander who can pick up what he wants from movable bases profits by the same condition of warfare which so much favoured the Boers.

♦ ♦ ♦

WE have received from Lieutenant-Colonel Lees Knowles, M.P., honorary treasurer of the Lancashire Fusiliers' Compassionate Fund, a copy of a booklet giving a history and other particulars of the association. The fund was founded on August 1, 1900, the anniversary of the battle of Minden, in which the Lancashire Fusiliers took part, and its object, as stated in the rules, which are included in the booklet, is to assist, directly or indirectly, present or past members of the regiment, whether of the Line, Militia, or Volunteer battalions, or their dependents. It is a permanent organisation, and its operations are not restricted to cases connected with the South African War. The income for the year ended August 1, 1902, was £1,358, of which no less than £1,284 was subscribed by officers of the regiment and their friends. The booklet should prove of interest to many, and we trust will serve to call attention to a most deserving fund.

THE "Anne," the wreck of which has been discovered to the westward of Dungeness, is a relic of a British defeat. She was lost in the battle of Beachy Head, or rather after it, sinking during Torrington's retreat round Dungeness for the Thames. Finding the ship sinking, she was purposely run into shallow water, where she went down, the captain and officers being taken off by another ship. The "Anne" had headed Torrington's line in the battle, and her injuries were due to the hard fight she made as she held her way, fiercely attacked by six or eight French ships. The "Anne," it may be noted by the way, was not a "frigate," as all the newspapers with one exception stated in their notice of the discovery of the wreck. She was a 70-gun ship, a third rate one, of the "thirty new ships" built towards the latter end of Charles II.'s reign, about which Pepys in his memoirs and his correspondence at Magdalen College, Cambridge, has so much to say.

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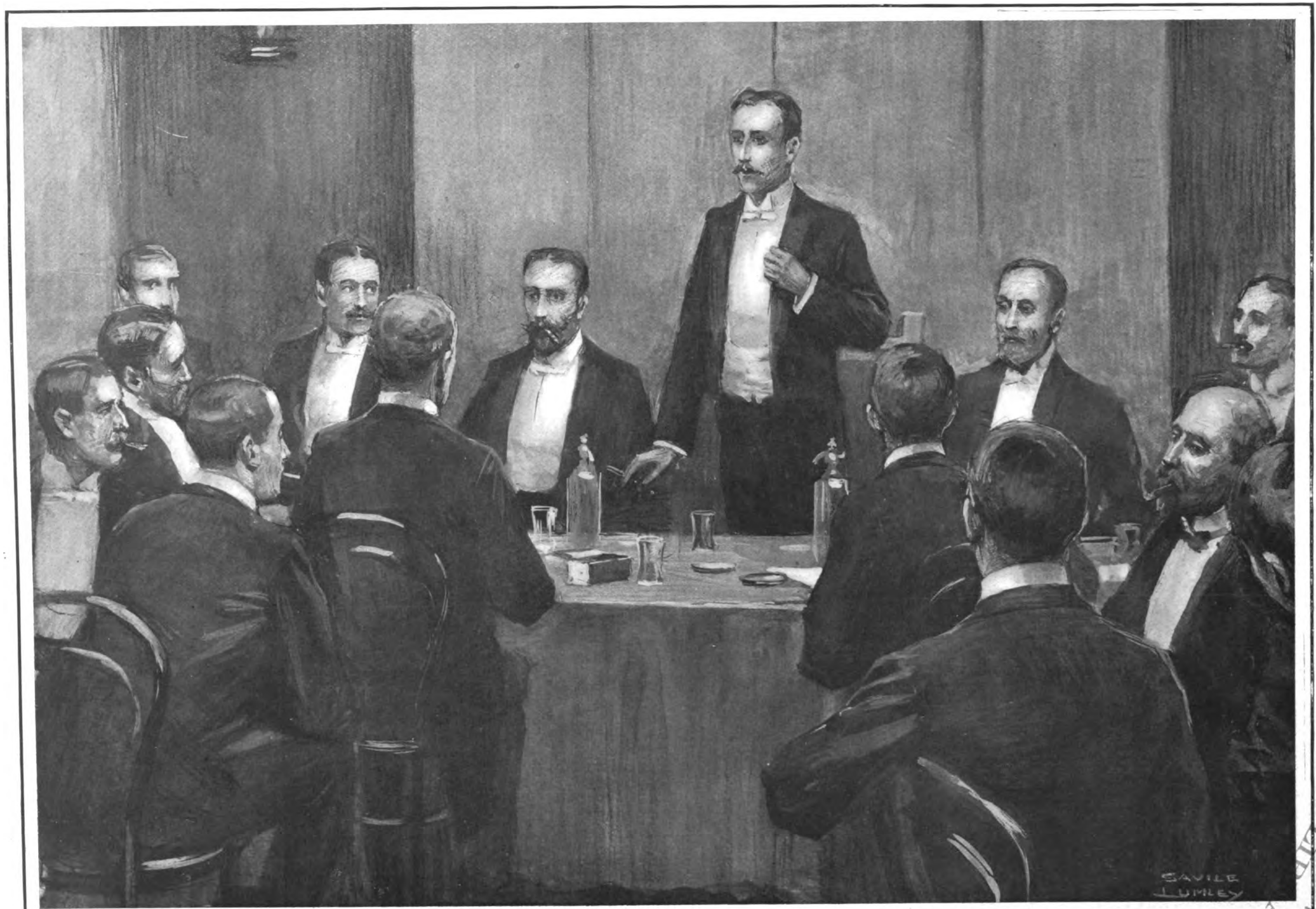
Assistant Secretary. *Director of Naval Intelligence.* *First Lord of the Admiralty.* *Vice-President of Ordnance Committee.*



Sir Richard Awdry, Accountant General.

THE ADMIRALTY SMOKING CONCERT AT THE CAXTON HALL ON FEBRUARY 18.

Lord Selborne, in replying to the toast of his health, said that the success of the department was owing to the good feeling prevailing throughout the Admiralty.

Drawn for "Navy and Army Illustrated" by Savile Lumley.

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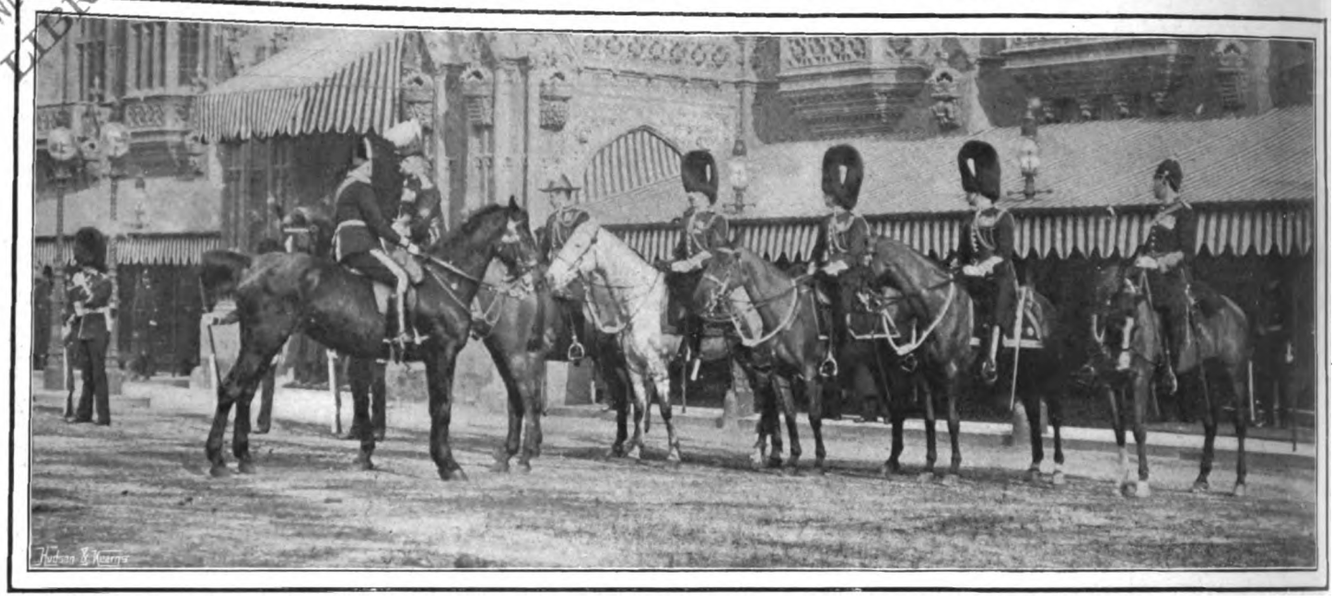
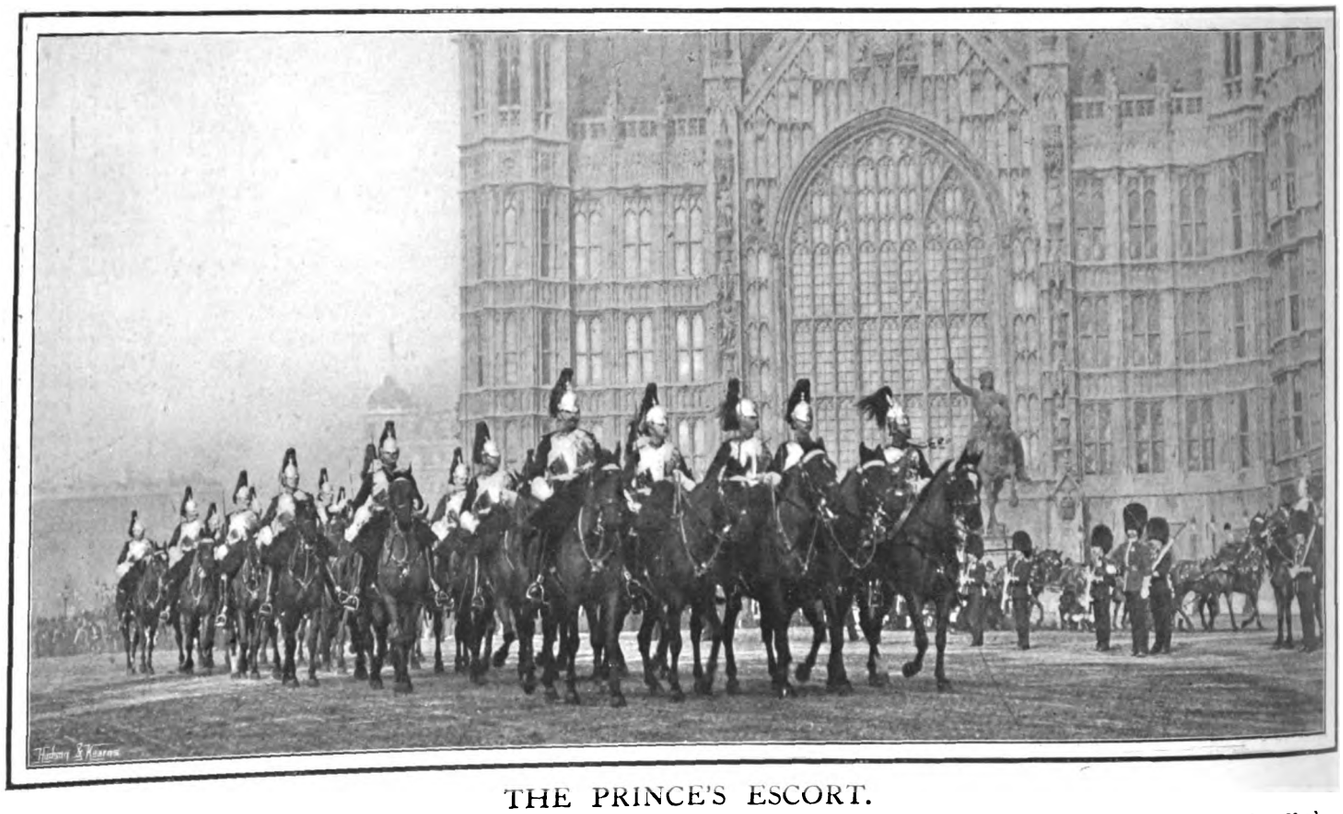
THE REASSEMBLING OF PARLIAMENT.



OUTSIDE THE HOUSE OF LORDS.

Immediately before the arrival of the Royal procession, the Chief Commissioner of Police, Sir Edward Bradford, joined the new General Commanding the Home District, Major-General L. J. Oliphant, to whom, in our illustration, he may be seen talking.



THE PRINCE'S ESCORT.

It was indeed a moving sight when, in brilliant sunshine, the glittering and resplendent cavalrymen of the Life Guards rode into Palace Yard.

THE ROYAL EQUIPAGE.

Photos. Copyright.

Once more His Majesty King Edward VII. has shown how fully he desires to discharge his public duties. The revival of the State opening of Parliament finds favour on every hand.

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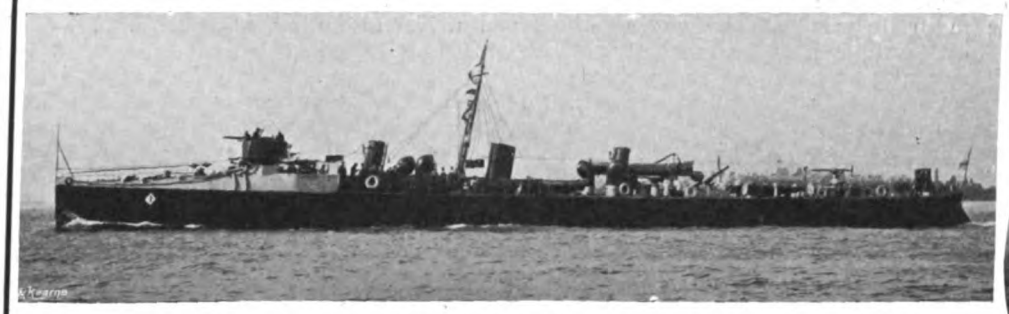

A TORPEDO-BOAT DESTROYER.

AT WORK WITH A HOWITZER.

THE NAVIES AND ARMIES OF THE WORLD.

A WEEKLY CAUSERIE BY DAVID HANNAY.

LAST week we left the Count D'Estaing on his way across the Atlantic from the Straits of Gibraltar to the coast of Virginia, Byron painfully following a parallel course to the north, and Howe, on the coast of America waiting for attack by the enemy and help from his friends. His squadron consisted of 11 of the line, with 43 of from 20 guns to 44, and a number of small craft. These vessels were necessarily much scattered, for he had to support the King's officers on shore, who were overtaxed by the rebellion. Some of his liners were at Halifax—his main naval base; some at New York, where we were threatened by the American forces in the Highlands of the Hudson; others he had with him in the Delaware. His presence in that river was dictated by the obligation to support the troops holding Philadelphia. The position was not a very dangerous one if there was no want of good management, and good luck on our side. The luck of Byron was as bad as possible. The management of Howe was excellent, and was our salvation, for it had no assistance whatever from his superiors in England. Let us look for a moment at the position in which he had been placed, for it is full of the instruction which is to be got by seeing how things ought not to be done.

* * * *

On March 13 the Marquis de Noailles, the French Ambassador in London, presented his Note informing our Government that his Master had made a treaty with Congress. We recalled our Ambassador at once, and therefore knew quite well that war with France had in fact begun, though the formal declaration, which is a mere ceremony, was not made for some time. This was a month before D'Estaing sailed from Toulon. London newspapers contained the report that he had sailed on April 29, but his departure was public news in Paris on the 17th—four days after it occurred. Ministers must have been amazingly ill-informed if they were not aware of the news before it appeared in the gazettes. If they had been ready for war, as they most unquestionably ought to have been, when they advised the King to recall his Ambassador from Paris, they had more than time enough to send a squadron to intercept D'Estaing in the Straits, even if it could not stop him at Toulon. In view of what we know, and Ministers of that day who used their secret service fund to any purpose might have known, of the condition of D'Estaing's ships, it may be considered certain that a British squadron of equal, or nearly equal, force would have prevented him from getting to America, even if it could not defeat him thoroughly. As we have seen, Byron left Plymouth on June 9, and then he had orders to rendezvous at Halifax, and so Howe was informed.

* * * *

The stupidity of all this was just as manifest to Englishmen not in the Ministry then as it is now. Indeed, I am not sure that the official gentlemen were not privately of the same opinion as the rest of the world. It is one of the wonderful features of that time that Lord North and many at least of his colleagues were as fully persuaded of the dangers of the policy followed towards the American colonists, and of the unwisdom of the management of the war, as were the leaders of the Opposition. They obeyed the King in order to keep their places, and their obedience was largely slavish, for they were not honest in telling him the truth. As regards this particular passage in the war, there is a great deal to be learnt from two debates in Parliament on May 25, on the motion of the Duke of Richmond in the Lords, and of Sir W. Meredith in the Commons. They are too long and full to analyse here, and ought to be read bodily.

* * * *

Howe's force, besides being insufficient for what he would have to do when D'Estaing turned up, was poor in quality. His liners were 64's and 50-gun ships, though these last were in theory not supposed to be included in the line of battle. They had been in the Seven Years' War, but in 1778 the doctrine was that they were too small and weak. Howe received news of the outbreak of war with France by the "Porcupine" sloop in May. Of course this altered the whole position. In view of the possible arrival of French forces, it was absolutely necessary to concentrate our own which were partly in the air at Philadelphia. They had to be brought together at New York. But the withdrawal of the army could not be arranged in a few days, though Clinton, who had succeeded the admiral's brother, Sir William Howe, as Commander-in-Chief of the army, was the more active man of the two. He left Philadelphia on June 18, crossing the Delaware under cover of the fleet, and marched for Navesink, which he reached on July 1, after a trying march in the heat, and some successful skirmishing with Washington, who hung on his rear and flank, but could do him no serious harm. Howe in the meantime had come round with the fleet, leaving look-out ships off the Delaware, and was at the rendezvous on June 28. It would have been better to bring the army round by sea; but transports were wanting, and to retreat in this fashion would in any case have looked weak. At Navesink, Howe was informed by the "Grantham" packet of the sailing of D'Estaing and of Byron. The first thing to be done was to see Clinton and his troops safe into New York, which was to be our general basis and headquarters for the remaining years of the war. The work was done without interruption; but Howe had every reason to believe that it was finished only just in time, for on July 7, just as our army had been safely housed, Captain Gardner of the "Maidstone" brought news that D'Estaing had appeared off the Delaware. On the 11th the "Zebra" sloop came into Sandy Hook with the report that the French were close at hand.

* * * *

We often speak of the good luck of England, and this seems to have been one of the occasions on which it was most conspicuous. I am far from denying that we have had astounding favours from fortune, and it may seem obvious that this was one of them. Here was a powerful French squadron, superior to Howe in number, for it consisted of twelve fine ships, mostly 74's and 80's, while Howe had then with him only six 64's and three 50-gun ships. The superiority was of a fourth in number, and in weight it was certainly not less than five to three. If D'Estaing had come on boldly and speedily he would have been upon Howe long before the army from Philadelphia had been transferred to New York. But, as we see, he took three mortal months, less a couple of days or so, to get within striking distance of the British squadron, and part of this delay was due to the fact that when he did reach the coast of America, he wasted time in driving ashore the "Mermaid" frigate at Cape Henlopen, a trumpery advantage for so strong a force as his, and a trophy not worth seizing at such a crisis. Yet, after all, luck is hardly the word to use—unless by it we mean, as perhaps we ought, that it has been our good fortune to contend for the Empire of the Sea with most inefficient opponents. The fact is that, in spite of the exertions of M. de Sartine and the rally

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of attention to their Fleet on the part of the whole French people, our enemy could not undo the result of several generations of neglect and of failure in a couple of years. D'Estaing was individually to blame. No doubt Suffren would have made better speed. But in the main he was slow because his crews were inefficient, and so ill provided with seamen that they had to be taught as they went along, and he was timid because he had no tradition of victory behind him. He was eager for such petty triumphs as the destruction of the "Mermaid" because the French Navy had not been accustomed to greater glories. Still, for Howe the crisis was a severe one, and it will be a patriotic pleasure to see him save his squadron. He had to do it on his own strength. Having been informed that Byron was to go to Halifax, he sent for news of him, and was told that none of the reinforcement had arrived. Byron, as was said last week, had been scattered by a storm which broke out on July 3 when he was in 49-deg. 4-min. N. and 26-deg. 28-min. W. He made for Sandy Hook with four of his thirteen liners, and lost sight of three of them on the way. It was August 18 before he approached Sandy Hook. Then he saw a fleet which did not answer his private signal. Concluding that it was the French, he steered for Halifax, which he reached on August 26, and found only the "Culloden." What became of the rest of his ships will appear in the course of the narrative of Howe's duel with D'Estaing.

OUR INDIAN EMPIRE.

A RUNNING RECORD OF MILITARY LIFE AND INCIDENT IN THE "SHINY EAST."

By Captain Owen Wheeler.

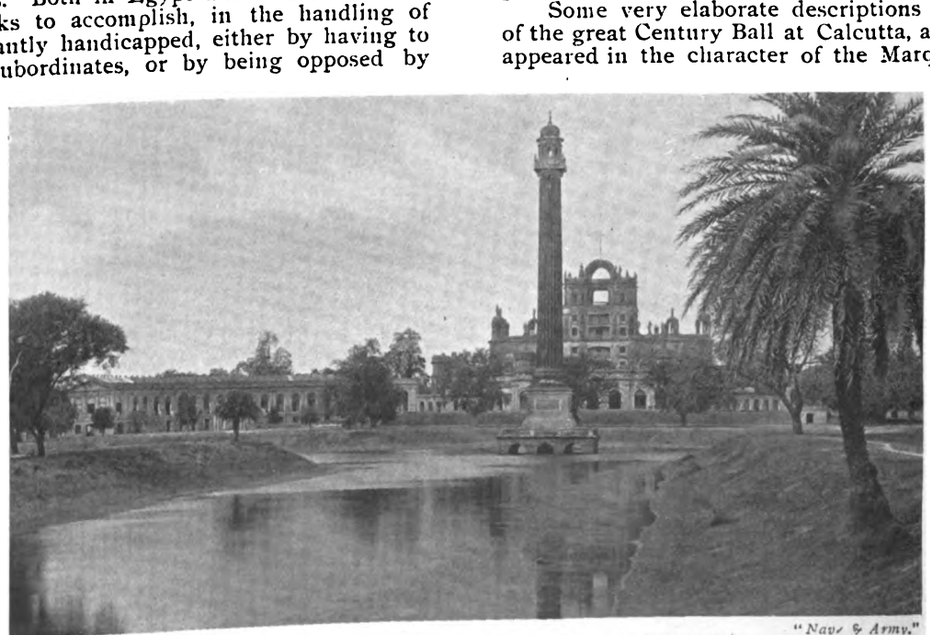
I HAVE been talking to a friend who has just returned from India after attending the Coronation Durbar at Delhi, and I have been greatly interested by his impressions of Lord Kitchener in his new environment. My friend was in a peculiarly favourable position for forming an accurate judgment, for he had previously resided many years in India, had known most of the leading officials, and while at the Durbar had come more than once into personal contact with the new Commander-in-Chief. His tribute to the latter was quite a remarkable eulogy, being, as it was, quite spontaneous and utterly unbiassed by any sort of personal partiality. I give the gist of his remarks in the first person for the sake of convenience, but I do not pretend that what follows is a verbatim report.

"He was certainly *the* 'great man' there. But what seemed to surprise everyone was his wonderful success from the social point of view. His camp was, I think, the most comfortable and well arranged of any, and the taste shown in all the interior decorations was quite remarkable. His own manner, too, was simply delightful. It reminded me a good deal of Lockhart's, so frank and genial it was, and so utterly free from pompousness or aloofness. He seemed, moreover, to be the same to everyone, and on all sides one heard talk of 'K.'s' *bonhomie* and happy perception of what is calculated to make a man popular in a post like his. For instance, he made a point of visiting the messes of all the native corps in camp, a little attention which will not be forgotten for many a long year. He evidently likes his new surroundings—in fact, he told me so, and said how much more at home he felt than he did among all the receptions and banquetings which he underwent in England."

My friend, who is of a very enquiring turn of mind, was not quite satisfied with any general explanation of this singular display of abundant geniality on the part of the redoubtable "K." So he quietly interrogated those likely to be well informed on the subject, and received a very instructive reply. It was to the effect that, for the first time for a great many years, Lord Kitchener is working under really favourable conditions. Both in Egypt and South Africa he had tremendous tasks to accomplish, in the handling of which he was constantly handicapped, either by having to get rid of useless subordinates, or by being opposed by troublesome influences. In India he has found a state of affairs completely different. Not only is his personal influence in his own department to all intents and purposes paramount, but literally all round him are first-class men, not only of brains and grit, but of genuine working capacity, who know what they have to do and do it, as a matter of course, without worrying their superiors for "orders" every time they want to blow their noses. It is quite natural that a man like Lord Kitchener should be more than ordinarily pleased to find himself so situated, and should exhibit his satisfaction by "letting himself go" a little in the matter of social relaxation. It is the finest compliment he could possibly pay to India that he should do so, and the Indian Army at any rate will appreciate the compliment at its proper worth and take added pride in the great soldier who is showing his gratification and confidence in this pleasantly characteristic fashion.

Does not all this demonstrate very fully and conclusively what I have always urged in these notes, namely, that the Indian Army only wants to be known to be appreciated, and that the various faddists, extremists, and amateurs who are for ever endeavouring to tinker with our home military system would do well to keep more continuously in view the great machine over which Lord Kitchener is now so satisfied to preside? Of the many Army problems which are troubling us, how few there are which have not, perhaps on a smaller scale, but still on much the same plane of difficulty and doubt, been tackled and successfully solved by Lord Kitchener's predecessors, with the result that the newly-appointed Chief, perhaps the sternest living critic of military efficiency, takes up his duties with a light heart and finds himself at once "at home." As to organisation, how infinitely preferable is the simple and elastic Indian system of "Commands" to Mr. Brodrick's paper Army Corps, of which, after two years' waiting, we are promised, by Lord Hardwicke, one complete specimen in a week or two. Strategical distribution for Indian purposes is, of course, more restricted than when Imperial interests have to be considered, but, locally speaking, the distribution of the Indian Army is as perfect as anxious thought and ripe experience can make it. Finally, such questions as efficiency and readiness, and the application of intelligence to every sort of military operation or measure, are simply part and parcel of the existence of the Indian Army. Yet Mr. Brodrick seeks to copy German Army methods, and the *Times* reformer wants to take away eight British battalions from India and place them in Western Australia.

Some very elaborate descriptions have arrived by mail of the great Century Ball at Calcutta, at which Lord Curzon appeared in the character of the Marquess of Wellesley, the Duke of Wellington's elder brother, who was Governor-General of India in 1803, and everyone else present was attired in the costume of that period. Lord Kitchener wore the dress of a general officer a hundred years ago—a red coat with epaulettes and gold lace and quaint, long-pointed lapels turned back with black, and striped with gold lace, white knee breeches and stockings, and white wig. The officers of the West Riding Regiment—the Duke of Wellington's—and



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THE MARTINIERE COLLEGE, LUCKNOW.

Held by the mutineers, but captured at the relief.

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of the Argyll and Sutherland Highlanders, duly and correctly dressed in Georgian uniforms, also presented a remarkably handsome appearance. The former wore double-breasted scarlet coats, long-tailed and decorated with double rows of silver buttons marked with the Royal crown and the letters "G. R." The coat tails and sleeves were slashed sumptuously with silver lace, and one silver epaulette was worn on the right shoulder. "Their nether limbs were slimly clothed (*sic*) in long tight overalls of palest lavender with silver lace; hugely high collars, black stocks, crimson waist sashes, swords, and crimson and white-plumed shakos completed this gorgeous dress." The Argyll and Sutherland Highlanders, who headed the Viceregal procession, were similarly resplendent, being distinguished not only by their kilts and Sutherland tartans, but also by their old head-dress of ostrich plumes "thickly set and arranged to resemble a helmet." Let us hope that the regimental mess funds of these two corps were available for drafts on account of these sumptuous costumes, for otherwise the budgets of several subalterns may possibly exhibit a deficit for some years to come. Even mufti in Calcutta, when procured from a good firm, is "distinctly precious," and I shudder to think of what dear old Ranken and Co., who, I suppose, are still, as they were some fifty years ago, the leading tailors of both the summer and winter capitals, would charge for "long tight overalls of palest lavender with silver lace"!

Talking of Ranken and Co., I have heard my father tell a good story of the original Ranken, who founded the house, and who was quite a character in his way. He had a customer of the long-winded sort, a sporting major, who had run up a goodly bill, and eventually owed old Ranken, I believe, some 2,500 rupees. He had not endeavoured to pay, and Ranken, knowing his man, made no attempt to dun him, but awaited developments.

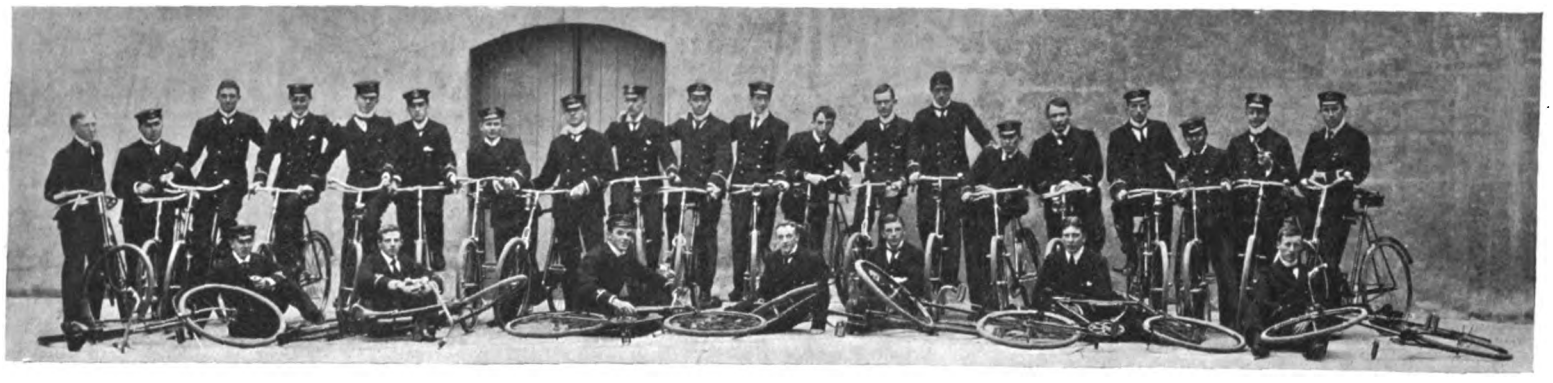
One day the major swaggered into the shop and produced notes to the value of 5,000 rupees. "Ranken," he said impressively, "I owe you 2,500 rupees. I don't like paying without a flutter; but, if you are willing, I'll toss you double or quits!" "Certainly," said Ranken cheerfully. And they tossed. And Ranken lost. And the major swaggered out with his receipted bill and his 5,000 rupees still in his pocket. Nor, according to my father, had Ranken any occasion to regret the transaction, for the story of his sporting acceptance of the major's terms brought him immensely increased custom, and was worth in the end a good deal more than 2,500 rupees as an advertisement.

It looks very much as if the time-honoured skin "mussuck," borne by the Indian "bhisti," or water-carrier, may one day pass into the limbo of "relics of an unsighed-for past" so far as Army uses are concerned. Various attempts have been made to produce metal water receptacles of large size suitable for military purposes, but until recently they have been only doubtfully successful. At the Art Exhibition, held at Delhi during the Coronation Durbar, there was an exhibit which seemed to indicate the solution of the problem. It consisted of a huge "bottle" made of aluminium without joints, and so shaped as to be easily slung in the usual fashion over the back of a mule. It holds seven gallons, and was designed at the Madras School of Art, which is assuredly well employed in such utilitarian grooves. Its example ought to be followed by the Royal Academy, which, after using its influence towards the modification of the Guards' headgear, might turn its attention to the designing of Army cooking-pots and other useful trifles.

THE SEA-POWER OF THE NATIONS.

A Record of Policy and Progress from Week to Week.

By JOHN LEYLAND.



A CYCLING BRIGADE. SUB-LIEUTENANTS AT THE NAVAL COLLEGE, PORTSMOUTH.

THE subject of military discipline has been so frequently discussed of late with regard to incidents which have occurred both in the French Army and our own, that it may be salutary, and it is certainly interesting, to reflect that, owing to the very conditions of Naval life, the broader spirit of comradeship they engender, and the influences that militate against the existence of strongly defined castes and cliques in the Navy, Naval discipline in all countries tends to be of a truer character than is generally the case in land establishments. The German Emperor, who has been so zealous in strengthening the spirit of discipline in his own forces, which have become something of a pattern to the rest of the world, has just issued new Articles of War to his Fleet, which are peculiarly interesting because they express some of the ideal principles which lie really at the very root of higher discipline as grounded in self-sacrifice. It has ever been his practice to appeal with personal force and insistence to the elevated sentiments of human nature both in officers and men—to touch the patriotic chord of love of home, of king and country. He does not lay down measures of rigid discipline in all their bare harshness, with the pains and penalties attached to the breach of his orders, without first of all exalting the fount and purpose of the orders themselves. We are not accustomed in this country to such perfervid exhortations as the Emperor addresses to cadets and men who take the oath and are enrolled in his sea and land services, reported periodically in the papers; but it is quite worthy of note that the same spirit of inspiration is found in the new Articles of War issued in his name by the Naval Secretary of State, and to be translated into Danish, Polish, Lithuanian, and French, so that no German seaman, even if he be a stranger to the actual spirit of "Deutschthum," shall be ignorant either of German principles or Naval practices. It may be observed that in general form this new regulation, which replaces that of 1872, is much upon the lines of the Articles of War as laid down for the military forces.

The Emperor begins by defining the disciplined practical work of the seaman as consisting in the protection of the Kaiser and Empire, the safeguarding of the trade and shipping of Germany on every sea, and the rendering of help and support to German subjects wherever they may be found. The efficient performance of this obligation exacts complete devotion to the service and the doing of everything which that service implies, and the seaman is admonished to make service under the flag a school of war, to be an abiding training with him, and to exercise an influence lasting throughout his life. Having thus laid down the seaman's work, the Emperor goes on to speak of his honourable duties. He is to remain true to his oath and solemn pledge, and to regard as his most sacred office the maintenance of the honour of the flag unsullied. Herein is implied readiness for war, zeal in all departments of the service, personal bravery in action, fearlessness in the contest with natural forces, obedience to superiors, and loyal conduct towards comrades.

Let it not be questioned that these are right principles soundly inculcated, and, if they really are taken to heart, they may certainly form the basis of a true spirit of discipline. There is a reward for the loyal, intrepid, and duty and honour loving seaman, which the Emperor promises. He will be assured of the recognition and the goodwill of his superiors. It is also suggested, rather than definitely declared, that every seaman, by his own qualities and knowledge, may open up

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his way to the highest positions in the German Navy. As a matter of fact, it is well known that in practice the men of the lower deck do very rarely indeed don the uniform of the officer. The cases, I believe, are more rare even than in the British Navy, and the chances of the men are extremely remote. The Emperor adds that he who does good work with courage and efficiency, or who attains long and good service, will have the reward of honourable distinction, while those incapacitated by service, or by wounds or sickness, will be entitled to pensions or to civil employment. This is usual, and it has the advantage of being practical.

It is not until all this has been said, expounded, and enforced that the new Articles of War go on to lay down the pains and penalties incurred by the evil-doer. Minor faults may have simple disciplinary correction, but more serious offences passing before a court-martial will incur various punishments, ranging up to degradation and death, and in war-time or on foreign service some punishments will be sharper and presumably shorter. The enumeration of penalties continues, but another appeal to the better sentiments of the man is sandwiched between certain denunciatory articles. He is told that the duty of the true man is laid upon him, afloat and ashore, in war and in peace, even to the sacrifice of his life, of shielding from every danger the Emperor, the Estates of the Empire, the Fatherland itself, and the German forces on sea and land. Dire punishments are then meted out against those who fail in their duty, who tamper with an enemy, or who in any way endanger the national forces, either actively or by concealment, such proceedings involving the most severe punishments that justice can command. The seaman is then exhorted to regard service for the Fatherland as a duty of honour with every German, and the complement of this statement is a promise of heavy punishment for those who mutilate themselves or otherwise render themselves unfit for the uniform.

The manner of the new Articles of War is therefore to show what good and honourable service is, and then to lay down punishments for such as fail to regard it in this light. Thus the seaman is again admonished that he must regard the flag as holy, and it is impossible not to read between the lines that the Emperor would wish him to regard its dishonour as sacrilege. Dark is the outlook, therefore, for the man who breaks his solemn oath in this matter—*bricht die eidlich gelobte Treue*—and not less against such as are found wanting through cowardice or faint-heartedness.

Then come orders in relation to obedience to superiors and the punctual execution of orders. Severe penalties are pronounced against those who strike their officers, or show the spirit of insubordination, and still more against such as unite in their spirit of disloyalty or revolt—*so liegt Meuterei vor*—the denunciation of the mutineer. It is unnecessary, however, to go much further in indicating the precise nature of the orders. My object has been to show the spirit in which they are conceived, and the special manner in which honourable duties and rewards are presented, with the results that follow the breach of the regulations laid down. One important article exhorts the seaman never to forget that his action in war is against the armed forces of the enemy and that peaceful inhabitants and the sick, wounded, and imprisoned are entitled to his protection. Looting and plundering, as well as wanton destruction, are forbidden; but by plundering is not to be understood the annexation of the means of life or health, food, clothing, or transport material. Towards the end of these new regulations come instructions to the man as to how he is to comport himself towards his comrades. The idea is to evoke the true *esprit de corps* and to strengthen the bonds of unity within the body of those employed in the Naval Service.

It will be seen that the Emperor makes what is an individual appeal to every man in the Fleet, and that, though he will depart in no degree from the heaviest punishments for breach of duty, he never fails to lay before the man the higher principles by which that duty should be enforced. The discipline of the British Navy certainly does not yield in any degree to that of his German Majesty, but it is still interesting to see in what manner the Kaiser approaches his men. As he has said, he is the father of the Fleet, and he regards those in it in the light of his children. He therefore speaks to them in a somewhat paternal way, but it is not to be doubted that the principles laid down are sound and wholesome, and that they lie at the root of the higher spirit of discipline.

CHILDREN'S MARTIAL GAMES.

THAT imitation is the sincerest form of flattery we have been often assured, but there are many various forms of imitation, some not quite so flattering as the old adage would lead us to believe. And to this class of mimicry one is tempted to allocate the game of press-gang which the children of long ago played, doubtless to the huge amusement of some of their elders and betters. For, to judge from our illustration, there was no small spice of malice underlying the representation of the men who stole from these children their fathers and big brothers. And it is certainly a strong indication of the importance which the doings of the press-gang had for the masses that the children should find the subject sufficiently interesting to introduce it into their games.

The play of children has often, indeed, one might say always, taken a martial turn. It is said that there is no game little Princess Victoria of Wales enjoys so much as playing at soldiers with her brothers, drilling and marching just like any ordinary recruit. And from her down to the lowest little street arab in the land, there is a strain of militarism in the games. Nor is this merely the outcome of the South African War. There has always been a tendency towards playing at soldiers; but it is more rare and therefore the more to be remarked upon, to find children playing at sailors. Even in a seafaring nation like the British, and in times when Naval warfare was most rife the effect upon the pastimes of the little ones seems to have been but slight. And the explanation of this is doubtless to be found in the fact that they did not see the battles or anything connected with sailoring, unless they happened to live in one of the seaport towns. But the press-gang was another story altogether; its operations were to be seen in the streets of any town, its misdeeds (*sic*) were debated with a little fervour wherever men met together; and on all sides the practice was condemned. An illustration which we have previously reproduced shows. It is not to be wondered at, therefore, that with the facility for imitation and that fertile ingenuity which children are notable they should have introduced into their play a species of press-gang game.

THE PRESS-GANG.

Children at play in a seaport town a hundred years ago.

[*From a Contemporary Mezzotint.*]

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THE NEW YORK PUBLIC LIBRARY.

THE LANDING OF CAPTAIN COOK AT BOTANY BAY.

This admirable painting by Mr. E. Phillips Fox, which was referred to in NAVY AND ARMY ILLUSTRATED in September last, has been hung in the National Gallery of Victoria, for which it was commissioned. It has the striking and appropriate title of "The Dawn of Australia," and is a fine specimen of this capable artist's work.

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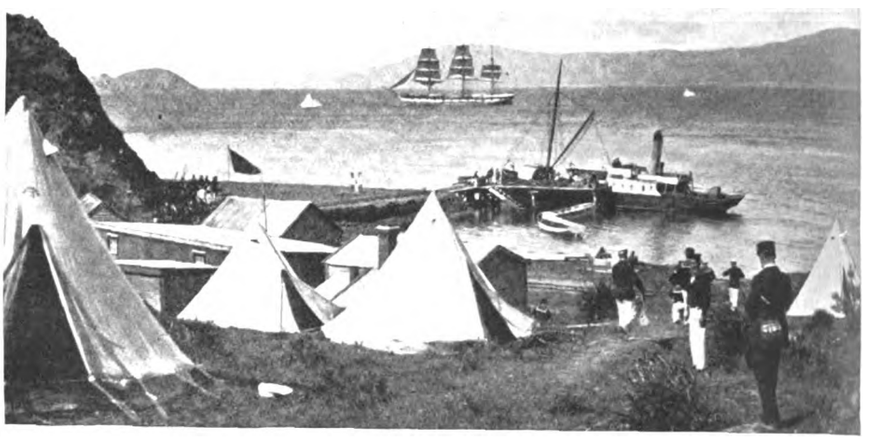
BRITAIN BEYOND THE SEAS.

A WEEKLY STUDY OF COLONIAL NAVAL AND MILITARY INTERESTS.

By IMPERIALIST.



WELLINGTON NAVAL VOLUNTEERS AT MAHANJA BAY.

WE have received from a correspondent residing in Ontario, Canada, a welcome and interesting letter dealing chiefly with the question of shipping batches of unemployed to the Dominion, but also touching upon other questions in a manner which demonstrates clearly and pleasantly the kindly feeling of Canadians towards this journal. It cannot but give all connected with the latter a feeling of great satisfaction and confidence to find the strongly Imperial views of the paper so intelligently appreciated as they are by the correspondent in question, and by many others in the Colonies, more especially as NAVY AND ARMY ILLUSTRATED has always maintained an independent attitude, and has never sought to discuss Imperial questions save in the light of honest and unbiassed criticism. To the writer of these notes, in particular, such letters as those of "Nanibojou" are welcome as incidental replies to his standing appeal for closer intercourse with his readers—the intercourse which consists of friendly suggestions, of, where necessary, friendly corrections, and of friendly interest generally in a sustained effort to make the fighting services of the Empire a real bond of Imperial union.

With "Nanibojou's" proposition to ship great numbers of the unemployed to Canada, which is sadly in need of additional labour to enable her to develop her immense resources, it is not easy to deal here except in general terms. Some important reservations in the acceptance of any such scheme will be apparent to most of those who have the doubtful advantage of studying the unemployed problem from this side. The trouble with the great majority of the unemployed is that they belong to a class which, if it wants to work at all—and many of its members do not—will only work to suit itself, and has no wish to be removed from neighbourhoods and scenes which are congenial to it. In point of fact there is in our own rural districts a most serious lack of labour, and if half the sturdy fellows who have been lately perambulating the London streets with banners and jingling collection-boxes could have been satisfactorily planted out in the country, excellent results might have been achieved. But the average "processionist" would strongly object to any such process, and, even if he consented to it, it is only occasionally that he would prove worth the trouble and expense of moving him.

In this paper we are chiefly concerned with the unemployed problem as it affects Reservists, and here it is possible to find ourselves in close agreement with some parts of "Nanibojou's" letter. Into any scheme for giving free passages to unemployed Reservists anxious to go to Canada, and likely to prove useful there, we would gladly enter, provided that sight were not lost of the central fact that a Reservist must always be available at short notice for recall to the colours. It might not be easy to employ, as "Nanibojou" suggests, ships of the Royal Navy for carrying over batches of such emigrants, giving them *en route* a little useful training in shipboard duties, but otherwise arrangements might possibly and advantageously be made in harmony with a certain generous offer already made by a prominent ship-owner.

Our correspondent adds some practical advice which may usefully be quoted. It would, he says, be foolish to hold out any "Eldorado notions" to settlers, for Canada can be as stern and wild as Caledonia itself, and has a long and rugged winter. But to the courageous and industrious settler it is "a country of the very best in every way," especially for bringing up sons to sturdy and self-reliant manhood. He adds that it would be well not to forget Eastern Canada in the rush to the North-West, and he warns those who have emigration in view not to be over-deliberate, for "great invasions" of Canada are in progress, and soon the whole country may be absorbed.

Very considerable interest is attached to the question which has been raised as to whether, assuming the acceptableness at home of an Army redistribution scheme by which large bodies of Imperial troops would be located more or less permanently in South Africa, Canada, and Australia, such a scheme would commend itself also to the Colonies concerned. There is probably a great deal more in this objection than meets the eye, and, having regard to the extraordinary interest which the scheme is still creating, it will be well to examine the matter briefly, and to state the case in a light in which it does not seem as yet to have presented itself to some impassioned critics.

In the first place it is, surely, rather absurd to anticipate any objection which may be raised hereafter by South Africa when it becomes "a free, self-governing, and united Federal State," to the quartering of a large force of Imperial troops upon it. Time enough to talk of such things when South Africa has forgotten, as we hope she never will, the grievous burden which the late war has laid upon the Homeland, not to speak of a certain guaranteed loan of some few millions which will entail upon South Africa an obligation not likely to be lightly repudiated. The suggestion that South Africa for a great many years to come, possibly for an entire generation, will be other than glad to welcome the location of permanent Imperial establishments within her borders, is hardly worthy of serious argument. Nor is it necessary to talk gloomily of what may occur twenty or thirty years hence to modify current ideas of Army reform. For the present South Africa is a growing country by no means secure from the risk of internal disturbances, and can wish no better guarantee of her safety and progressive prosperity than the presence of the armed and disciplined forces of the Mother Country.

At the other end of the argument lies Canada. South Africa has not "arrived," and Canada has, and there is a world of difference between the two in such a connection as the one under discussion. If Canada were to raise any objection to the presence of a few tens of thousands of British soldiers, her views would simply have to be respected. But where is the probability? It is safe to say that the British garrisons of Halifax and Victoria are distinctly popular institutions, and that they might be increased almost indefinitely without raising in Canadian bosoms a spark of doubtful feeling. Of course if the Regular regiments of the British Army were composed of the "licentious soldiery" of the old days, if the officers were arrogant and dissolute, the men drunken and untrustworthy, the case would be altogether different. But it is one of the proudest boasts of the latter-day British soldier that wherever he goes his presence is acceptable, and that he leaves a good name behind him. As regards Canada, it is clear that, in the first place, no scheme of increasing the local representation of the Imperial Army could be proceeded with that did not commend itself fully and unreservedly to the Canadian people; but that the latter would trouble their heads because they had among them a little "standing army not subject to their control" we decline altogether to believe.

There remains Australia, and it is the grave question of exciting Australian susceptibilities which appears chiefly to exercise those who have dealt with this subject. Speaking personally, the writer is inclined to think that a great deal too much is being made of the possible attitude of Australia in regard to this and kindred questions. Australia is free,

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self-governing, united, and Federal, but just now she strongly reminds one of a very striking little sketch by Rudyard Kipling, entitled, "The Ship that Found Herself." The vessel in question was a new steamer making her first voyage across the Atlantic, and the story of the trip is a realisation of the chief engineer's remark at the outset that a ship requires to be "soupled" before she settles down to her full performance. The idea is very brightly carried out, the least strain upon the ship causing all the separate component parts, down to the very rivets, to snort as if the whole burden and risk were being laid upon them individually, until at last the vessel "finds herself," and all the different parts work together in sweet harmony. It is much the same with the newly-created Commonwealth. Federal Australia has not yet found herself, and far too many individual members of it are labouring under the delusion that they are in danger of being put upon to a most serious and dangerous extent whenever it is suggested that the State should participate in the Imperial burden. Later on the Commonwealth may settle down—let us earnestly hope she will—to a calmer view of things. She may rest assured that, when she does so, she will be regarded with enhanced respect by the crew of the good old vessel "Mother Country," who ought, indeed, to be indulgent, seeing that their own craft took a good deal longer time to get "soupled" than Australia is likely to do.

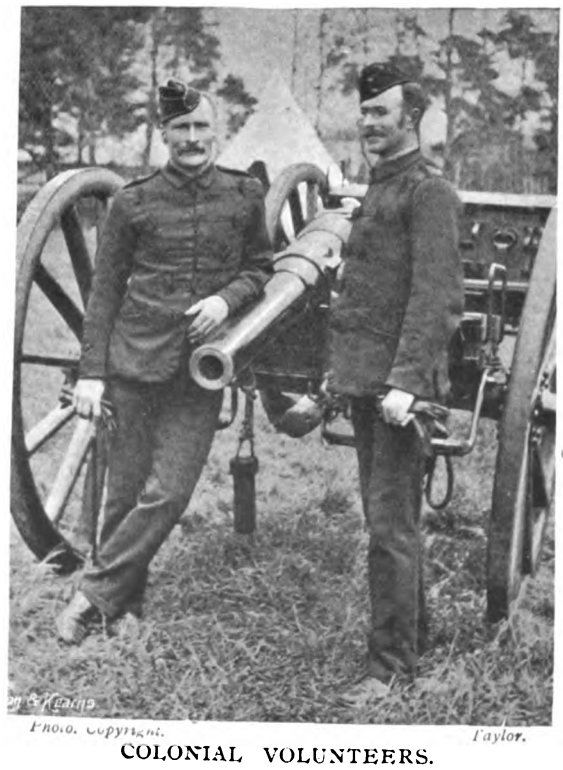
But this is not the only available argument in this connection. We would remind those who are making a mountain out of a molehill in this matter that in the first place Australia is to some extent an afterthought in the discussion of Imperial Army redistribution, and that it must necessarily rank after Canada, and a long way after South Africa as a strategically desirable location for a large body of Imperial troops. Finally, we must not forget, although there is no necessity to harp upon the fact, that New Zealand is non-Federal, and, if it became really desirable to plant a big Regular force at the Antipodes, and the Commonwealth is hostile to the idea, there is yet a chance that in the beautiful islands over whose political destinies patriotic "Dick" Seddon presides a corner would be cheerfully set apart for two or three divisions of the British Army.

DEFENCE, NOT DEFIANCE.

CITIZEN SOLDIERS IN TOWN AND COUNTRY.

CANTERBURY (N.Z.) VOLUNTEER CAVALRY.

IT cannot be denied that the Army problem is quite one of the most pressing questions of the day. In these columns that excellent series of articles which appeared in the *Times* under the title of the "Problem of the Army" has been recently considered, and also a scheme, very much on the same lines, which was set forth by Captain Moore, R.E. There have now been submitted a number of suggestions, by the adoption of which it is claimed many advantages would be gained. Amongst these may be mentioned that regiments at home would at all times be as efficient as those abroad, which at present is certainly far from being the case; that some 20,000 fewer recruits would be required; that there would be a properly organised army for home defence, consisting of Militia, Yeomanry, Volunteers, and a quota of Regulars and the Reserves in the United Kingdom; and that an economy of some £10,000,000 yearly would be effected. Now a scheme which would achieve such results is obviously deserving of consideration, and it is, therefore, well worth while to examine some of its features. It is noticeable that it provides for the existence of two separate Armies, the one a purely local home force for the protection of England only, and the other an Army of Regular troops for wars and expeditions out of Great Britain and Ireland, and for garrisoning our foreign and Colonial dependencies. This is a principle which characterises most of the schemes lately propounded. However much their several authors may differ in matters of detail, they are largely agreed that between the Army for foreign service and the conduct of our numerous "little" wars and the Army for home defence a great gulf must be fixed. This is contrary to the general tendency of the last few years, during which all branches of the Auxiliary Forces have been brought into much closer touch with the Regular Army than was formerly the case. It must not be thought, however, that any of those who have devised a plan of Army reform have had the temerity to advocate any diminution in the standard of efficiency to be exacted from the Auxiliary Forces. Indeed, as a general rule, the requirements proposed are more stringent than those now in force, though in the particular scheme now under consideration there is no mention of the where, when, and how the training of the Yeomanry and Volunteers should be carried out. It is, however, laid down that the local force or Home Army, consisting of Militia, Yeomanry, and Volunteers, should be entirely distinct from, and in no way connected with, the Regular Army; and that it should, moreover, be territorial and complete in all respects except in artillery and transport, which should be supplied from the Regular Army. It may be presumed from this statement that the author of the scheme means that the greater part of the mobile artillery for home defence would be furnished by the Regulars, for there is no reason to imagine that he contemplates the abolition of the existing valuable Militia and Volunteer Garrison Artillery, or even of their comparatively few, but by no means negligible, heavy batteries. There are other statements also, in which he leaves his meaning rather doubtful. For instance, he says that the Home Army should be placed under the command of its own officers and staff, who would be Regular Army officers, appointed by and under the orders of the Commander-in-Chief. Now in the articles in the *Times* to which reference has been made, it was proposed that the Home Army should have its own staff, drawn from officers of the Regular Army, and, indeed, its own Commander-in-Chief, but in the present scheme it might appear that every branch of the Auxiliary Forces was to be entirely officered from the Regular Army. The suggested reforms, indeed, relate far more to the Regular Army than to Militia, Yeomanry, or Volunteers, and therefore hardly belong to the scope of these particular notes. There are, nevertheless, one or two points of more general interest



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COLONIAL VOLUNTEERS.

New Zealand Artillery.

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that may be briefly noticed. It is, for example, proposed that in addition to county designations, the Line regiments should be given back their old numbers. They might remain linked as at present, but the restoration of the numbers would emphasise identity and foster *esprit de corps*. The question of the designation of the Militia and Volunteer battalions is not brought forward, but as, in addition to numbers, the Line regiments would retain their county titles, there should be little difficulty involved. A few remarks are also made regarding terms which have become the fashion, but which are undoubtedly misleading, such as the word "unit," which has comparatively lately been invented and which "is applied to everyone and everything from a field-marshal to a drummer-boy, and from an Army Corps to a single private soldier." The section dealing with Reserves is well drawn up, but the scheme as presented to us is but sketched in the main outlines. We should like the details for the suggested Home Army to be more fully explained.

A somewhat unsatisfactory state of affairs is reported regarding the position of the Volunteer Force in India. From statements which have recently been made by a section of the Press in that country it would appear that the existing Volunteer Force in India is upon the threshold of a crisis. It is probably known to our readers that for years the custom of closing the ranks of Volunteer units to the enlistment of pure natives was rigidly maintained. Latterly, however, it seems this rule has by no means been strictly observed, with the result that several leading corps have practically ceased to be exclusively European. The *Times of India*, in common with some other journals, views this result with considerable alarm, and suggests that the innovation of enlisting Parsees, which was made in the first place for a special purpose with regard to a peculiarly situated corps, having furnished a new precedent, is fast tending to flood the ranks of the Volunteer Army with a class of men who are not only undesirable as fighting material, but with whom self-respecting Europeans refuse to serve. Such a state of affairs must be regarded as unsatisfactory in the extreme, and it is sincerely to be hoped that the reports are exaggerated. In none of the British dependencies is it more essential than in India that every able-bodied European should at least be capable of undertaking military service at the shortest notice. The authorities, indeed, realised this some years ago; and regular readers who have reflected on the points of Captain Moore's scheme of compulsory volunteering, on which we commented quite recently, will be interested to hear that in India all Government servants are obliged to attach themselves to some Volunteer unit. The railway companies have also recognised the necessity, and Military Volunteer service is compulsory with their employés. It is, however, quite a different matter with the large non-official communities, and it is a serious consideration if there is a marked disinclination on the part of Europeans to undertake the duties of a Volunteer. The matter is of real importance, and it is to be trusted that the Indian authorities will lose no time in adjusting the difficulty, for India requires an absolutely reliable and efficient European second line to the European regular garrison.

BREVET-COLONEL DAVIES.

Who commanded the Eighth Australian Contingent in South Africa.

The revision of the musketry regulations has at last been completed, and those who have studied the provisions of the latest issue generally agree that a marked improvement is shown on the form in which these regulations of vital importance have previously appeared. It will be observed that the present issue, like that of the Infantry Drill Book, is labelled "provisional," but it is certainly probable that any alterations which will be effected for some time will be comparatively trivial. It will be a satisfaction to all company officers, and especially to Volunteer instructors of musketry, that the description of rifle practice is on such modern lines and so thoroughly up to date, and that theoretical principles have practically been reduced to a minimum. That skill at short ranges is of extreme importance is very fully recognised, and hence it is laid down that it is useless to permit a man to attempt practice at the longer distances until he has become a reliable shot at the shorter ranges. This is a matter which in most branches of the Auxiliary Forces has hitherto not unfrequently been rather neglected; but when time for military training is limited there is small reason for surprise that a man is sometimes made to try and "run before he can walk." Commanding officers are, consequently, rightly authorised, when there is sufficient accommodation, to extend the principle of repetition practice which applies to third-class shots before they engage in miscellaneous practice. The necessity that officers should qualify as good shots is already familiar to all who have followed the remarks, public and official, of the Commander-in-Chief.

TRAINBAND.

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A DAY IN THE LIFE OF AN IRISH GUARDSMAN.—II.

By VETERAN.

THERE are but few ceremonials carried out in the British Army with such exactitude and an air of official solemnity as guard mounting. As the new guard approaches the guard-room the old guard turns out and "falls in" ready to receive it. The new guard arrived on the spot, the command is given, "New Guard, Present Arms!" to salute the old guard, which latter proceeds to return the compliment. After a few more preliminaries, several men of the new guard are taken round to relieve the old sentries, and this being done, the guards again exchange salutes, and the old guard marches back to barracks, leaving the new one to carry on the duties until relieved.

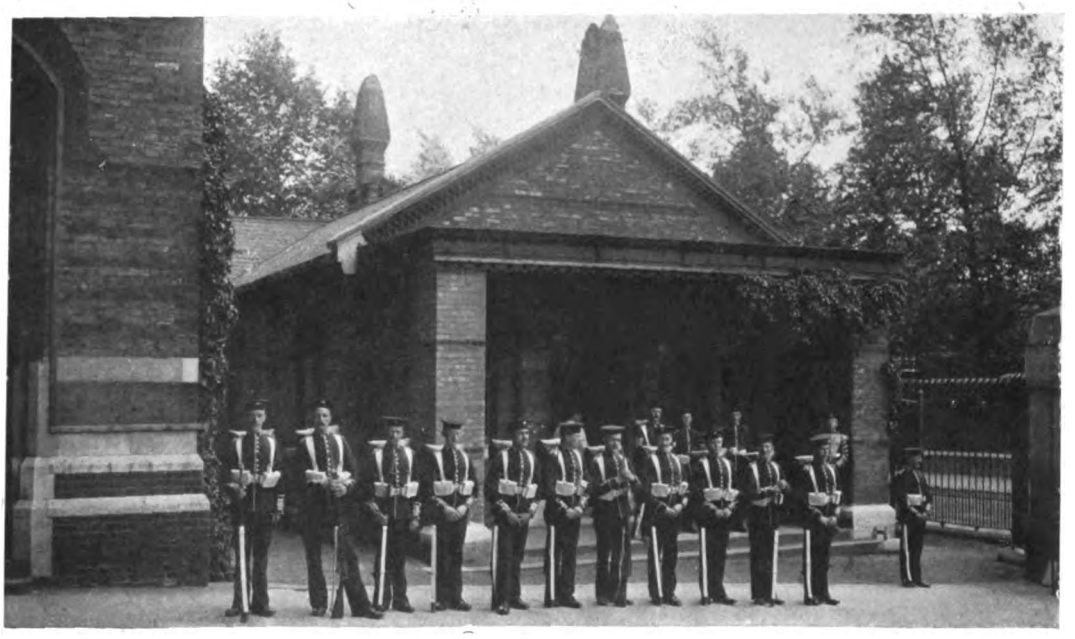
After the ration meat is issued by the quartermaster in the morning, and before it is cooked, it is inspected by the orderly officer, who is careful to ask the cooks if they have any complaints to make concerning its quality or quantity. Once passed by him, it very quickly finds its way into the ovens or the boilers, and when dinner-time swings round it makes its appearance in various forms, such as roast, baked, boiled, Irish stew, brown stew, with Yorkshire pudding, etc.

In the afternoon the men are permitted to make down their beds and rest themselves. Some indulge in a siesta, others in an afternoon's reading; but the majority usually devote this period of the day to cleaning their arms and accoutrements, in readiness for the next day's parade. At one time the men were strictly prohibited from hanging pictures above their bed-cots, but nowadays almost every soldier's berth is a miniature portrait gallery of his friends and "conquests."

In the sergeants' mess are to be found comforts undreamed of in the barrack-room. Handsome curtains adorn the windows, the walls are covered with pictures and engravings, flowers and plants figure on the tables, the sideboard is covered with silver cups won at rifle-meetings or presented by officers when leaving, and there is a plentiful supply of magazines and newspapers, and a variety of games, including a billiard-table.

To the soldier of an industrious disposition the regimental workshops are open as an avenue for utilising his energy. There is a separate "shop" for almost every trade, and many soldiers earn considerable sums, in addition to their pay, by working at their various avocations. Our illustrations show the tailors' and shoemakers' shops in full swing, in the former being a number of lads. The King's Regulations authorise a fixed number of these boys being enlisted to be trained specially as tailors and shoemakers.

Such in brief is "A Day in the Life of an Irish Guardsman," and, taking it all in all, it compares favourably with that of many thousands in civil life, who have to grind away from morning till night to eke out a living.



RELIEVING GUARD.
The old guard drawn up for inspection.

MEAT INSPECTION.
The orderly officer viewing the messes.

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DINNER-TIME IN THE PRIVATES' MESS.
The men discussing the good things provided for them.

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THE BOOTS OF THE ARMY.
Regimental shoemakers at work.

SOME MILITARY TAILORS.
Altering and repairing uniforms.

POLISHING ARMS, ETC.
The afternoon's work in the barrack room.

THE SERGEANTS' MESS.
An after-dinner game of cards.

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PORT ARTHUR.

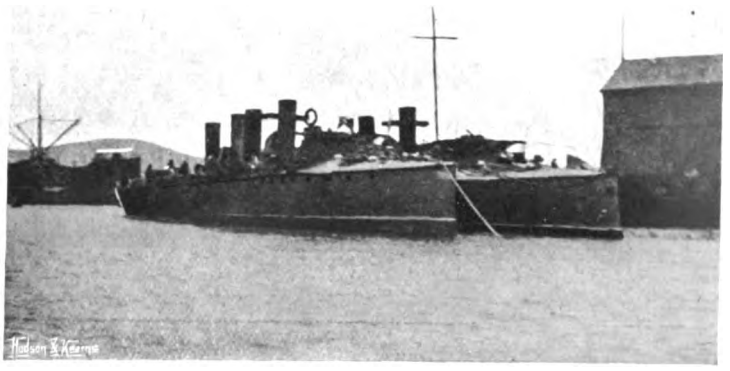
By Alan H. Burgoyne, F.R.G.S.

THERE is a mistaken idea prevalent amongst the majority of those who take a certain interest in the progress of foreign affairs—more especially such affairs as touch the Far East—that Russia will, during the so-called "Third Period of Evacuation," withdraw from the Loao-Tung Peninsula, and leave it again in the undisputed possession of the Manchus. To anyone who has been there, as I have during the past year, it is fully evident that the occupation of this peninsula and the adjacent coast-line of Manchuria by the Russians, is every bit as permanent as the occupation of Cuba by the Americans. During my tour my companion and I had occasion to travel from Peking to Port Arthur by land, and the difficulties put in the way of such travel by the Russian authorities, to prevent people of other nations from entering their sphere of influence, and thus witnessing the progress of their domination, are almost incomprehensible.

On arrival at Port Arthur, one's passport is immediately demanded, and a stamp affixed, whilst a careful note is taken (and forwarded to the authorities) of one's height, colour of complexion, hair, and eyes, etc. No foreign consuls are resident there, and no bank other than the Russo-Chinese Government Bank is permitted to establish a branch—and even at this one bank they refused to accredit notes on themselves issued to me at Shanghai. It will be seen from this that without introductions to influential friends Port Arthur is scarcely a place in which to become stranded.

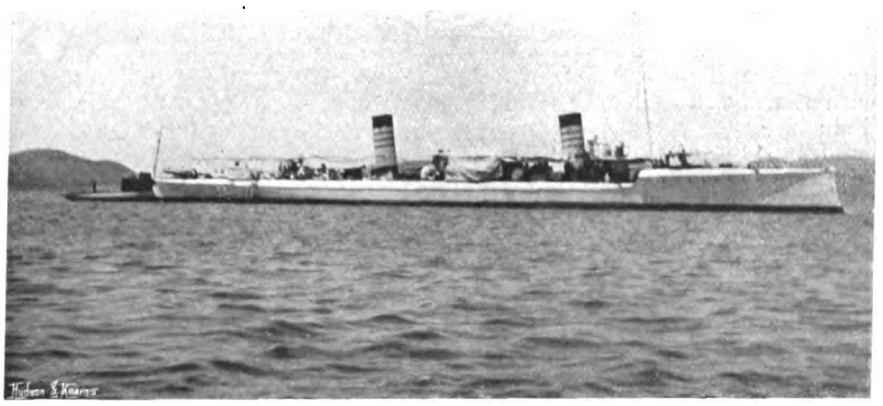
The main feature of this town is its great value from the military point of view, it being well-nigh as impregnable as Gibraltar, both landwards and from the sea. The site of the old Chinese city is rapidly becoming a mass of barracks, and the extensive military works at present being carried out on all the surrounding heights testify to Russia's firm intention to retain Port Arthur for all time.

The defences of the adjacent coast are remarkable, and extend in the northern direction for a distance of forty versts, whilst to the south the sea-line is fortified along twelve versts. These fortifications take the form of earth batteries, and mount either three or four heavy guns each; the approach to them on the land side is made impossible by the erection, about the bases of the hills on which they are situated, of stout fences, or in many cases castellated walls, with sentries placed in profusion around them to prevent any inquisitive stranger from approaching too near. These two long lines are joined by a circle of forts surrounding the town and surmounting the tops of the hills which are scattered over the country. The huge, scarcely finished, fort commanding the entrance has just received four new 63-ton breech-loading cannon on fortress mountings, whilst on the side towards the sea, and halfway between the crest of the hill and the water level, are two batteries of small quick-firers, with a torpedo and search-light station, the combination making the success of an attack by torpedo vessels highly problematical.



MODELS OF STRENGTH AND SPEED.

Torpedo-boat destroyers of British design.

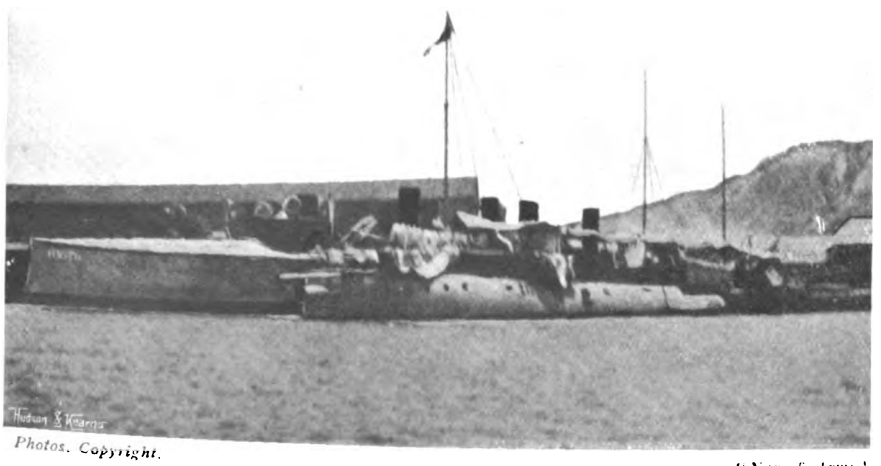


A DESTROYER OF GERMAN TYPE.

From Schichau's yard at Dantzic.

As one enters the harbour a large semi-natural breakwater is seen on the left, enclosing a fine bay of about two miles in length by one mile in breadth. On this is placed a battery of seven 5·5-in. Canet quick-firers at an elevation of not more than 10-ft. from the mean sea-level, thus efficiently protecting the inner harbour and basin from any torpedo craft that might by chance have escaped the fire of the outer batteries.

On the right a large stone basin, capable of wharfing a dozen battle-ships of the first-class, has been made; originally commenced by the Chinese, it was carried to completion by its present owners. A good view of it is obtained in the large panorama of the harbour. An 80-ton sheer-legs is in position on the land side of this basin, and huge engine-shops and repairing-houses are in course of construction wherever there is an available plot of land. Ship-building is also in progress, there being three destroyers of the "Som" type on the stocks (in a shed on the breakwater), with a similar one doing its trials. Four more lay moored behind the Canet battery (see illustration), and in mid-bay are two of Schichau's wonderful vessels; the list is augmented by two of the "Mistral" class under the Russian flag, making in all twelve destroyers. Six others left the Baltic for the East in November last, and when these have arrived Russia will possess a most formidable flotilla of these useful little ships. I counted, besides, eleven torpedo-boats of various



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THE "MISTRAL" CLASS OF DESTROYER.

Alongside the quay at Port Arthur.

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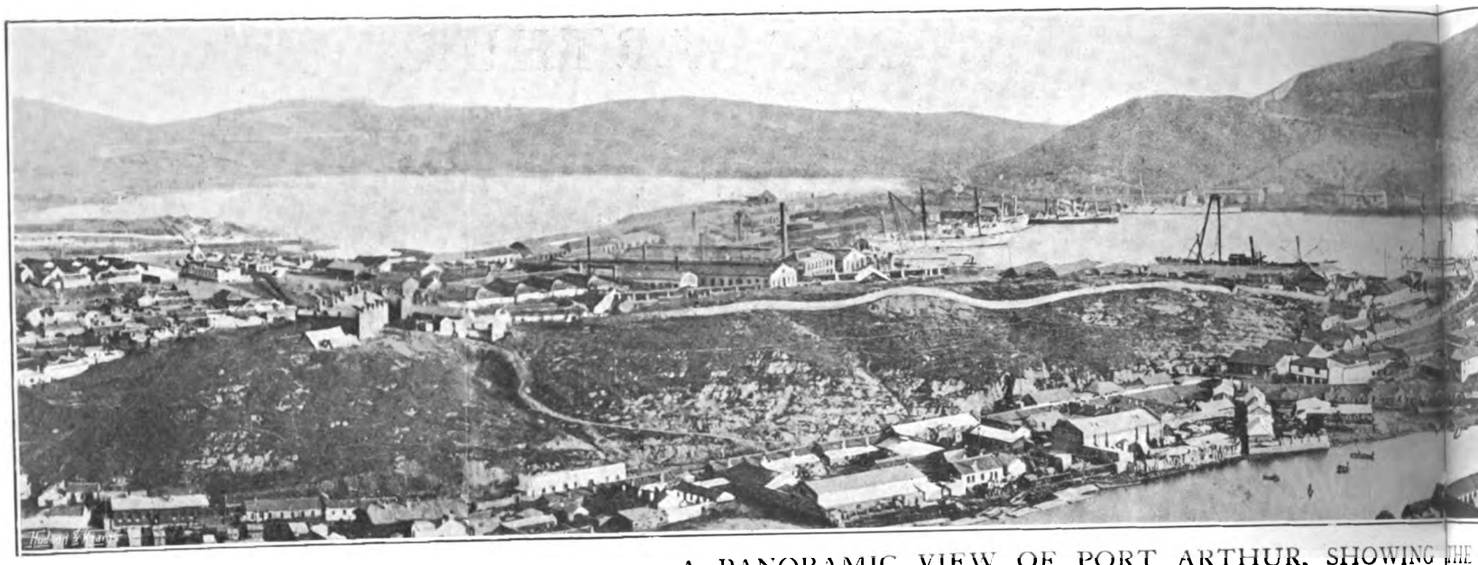


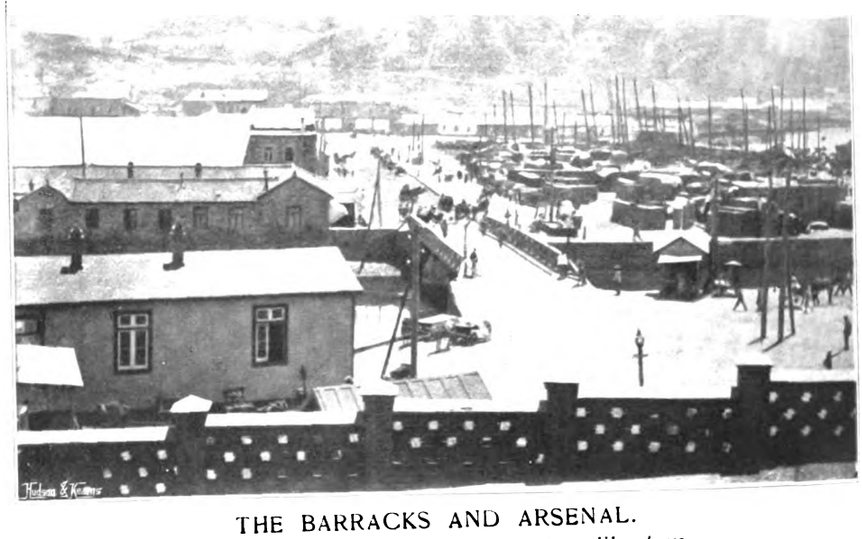
A PANORAMIC VIEW OF PORT ARTHUR, SHOWING THE

types lying in three lines in the swing basin.

As regards the advance of the city along peaceful lines, the modern town is constructed on the European plan, its only and all-pervading fault being excessive filth, stench, and a complete lack of drainage—drainage, indeed, being a thing almost unknown in Russia itself. Waterworks are being erected on a convenient height, and before long electric light will be installed all over the town. The hilly nature of the country and the wretchedness of the soil are chiefly to blame for the deplorable state of the roads, which in dry weather are thickly coated with a grey pestilential dust and during the rainy season compare favourably with a farmyard in the quality of the mud and slush.

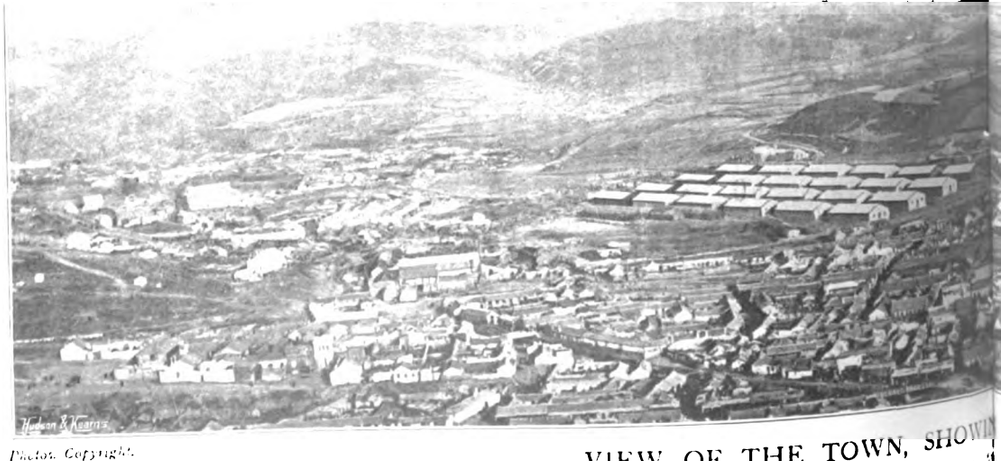
Militarism is rampant, and but for a few Chinese who have found the Russian rule bearable, one seldom meets a man clad in anything but a uniform; even the humble moujiks (for the "'ricksha" has given place to the "droscky," to such an extent does Russian influence predominate) are clad in long flowing coats bound round with a polished belt, a peaked patent-leather cap, and jack-boots. As regards facilities for inland travel, there is a splendid railway connection with the Trans-Siberian system, and on Mondays and Thursdays a through Pullman express runs to Irkutsk, meeting the Trans-Continental section from Vladivostok. A line of steamers under Russian control make daily trips to Chifu, eight hours' distant, and Russian "tramps" are rapidly taking the Corean coast trade away from the Japanese, who until recently possessed a practical monopoly thereof. Close to Port Arthur—between two and four hours' journey by train—is Dalny, the whim of the Czar, built in three years and too large for its inhabitants; here are hundreds of new houses awaiting occupants, and fine new wharfs that have never as yet had a steamer lying by them. The Government has thus made preparation for the extensive emigration which not only takes place regularly in the ordinary course of events, but which is encouraged by the Foreign Office at St. Petersburg to the utmost degree. Every fortnight a steamer of the well-known Volunteer Fleet (which boasts many fine vessels of 10,000 to 14,000 tons, built for the most part in British shipyards) arrives crowded to the fullest with all the riff-raff of a discontented and down-trodden people; here, in the Far East, they not only help to populate the new colony (it is nothing else), but are also at liberty to air their views as they think fit, and to rant against an unjust rule and the hardships of life to their heart's content without harm either to themselves or their rulers. The majority of the men after a time join the police or the military, finding it preferable to be tyrannical themselves than to be tyrannised over. The town is a huge machine run in a thoroughly stereotyped manner, and the visitor is at once struck by the complete way in which all things human have been suppressed in favour of an unbearable mechanical *régime*.

From these remarks it will be seen that there are many places more pleasant than Port Arthur; but, although as a residential spot it is utterly hopeless, the military advantages



THE BARRACKS AND ARSENAL.

Well stocked with military material and warlike stores.



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VIEW OF THE TOWN, SHOWI

This picture if placed on the left of that a

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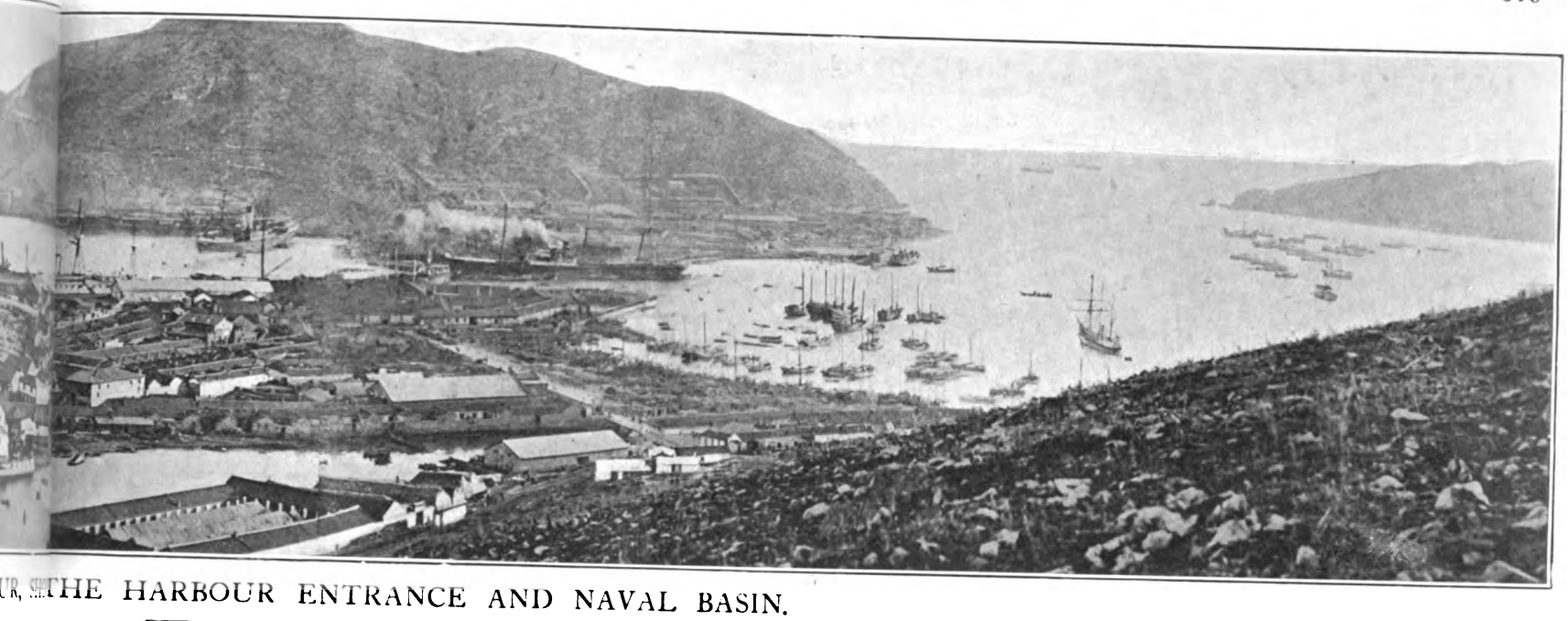
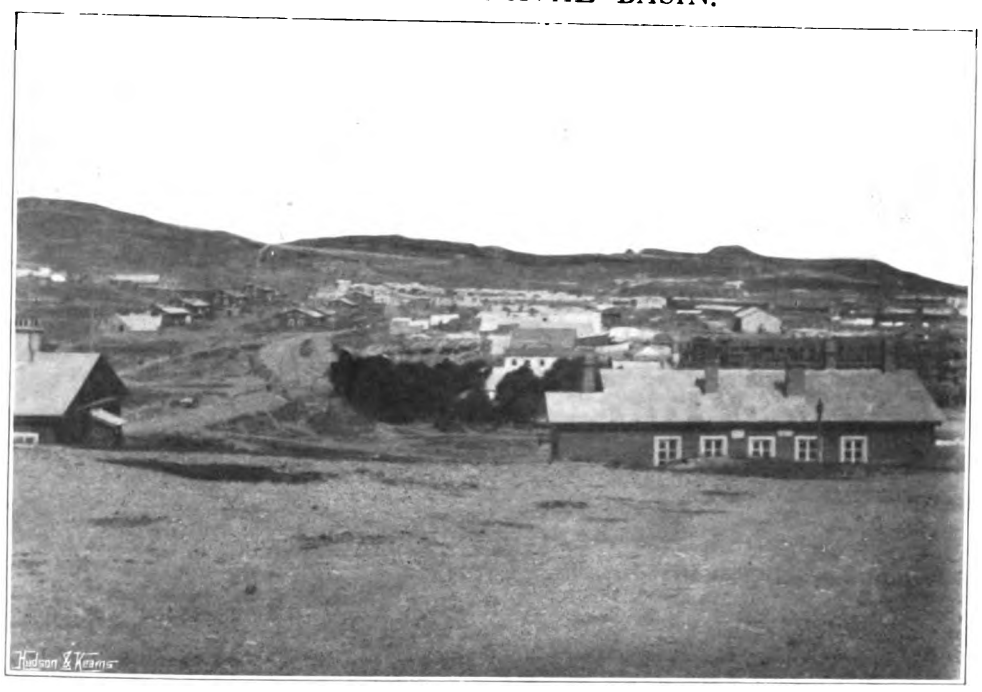


THE HARBOUR ENTRANCE AND NAVAL BASIN.

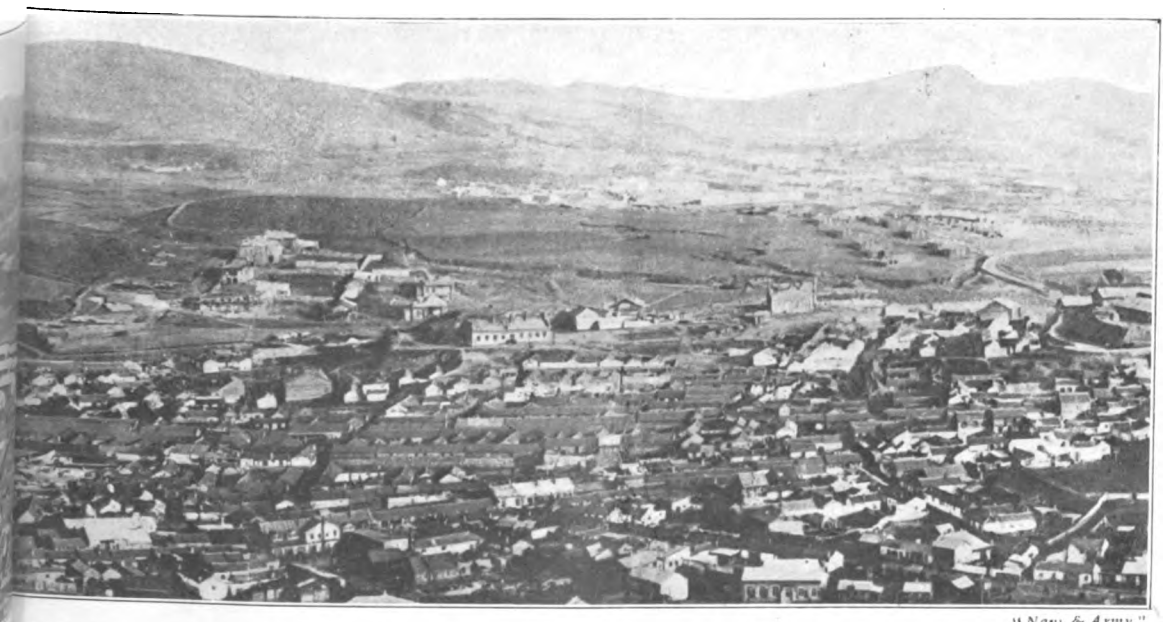


THE COURT-HOUSE AND PRISON.

Adapted for the accommodation of inquisitive strangers.

accruing from its remarkable strategical position make it of invaluable worth to those who know how to reap the benefit resulting from the want of diplomatic forethought of other nations.

It will be of interest to recount the manner in which Port Arthur came into possession of its present owners. Subsequent to the war between China and Japan, the peninsula of Loao-Tung (or Liao-Tung) was, by the treaty of April 17, 1895, ceded to the victors; the ratifications of this treaty were exchanged at Chifu on May 8 of the same year. This matter peacefully settled, the inevitable European concert, represented in this case by Russia, France, and Germany, stepped in and robbed Japan of her justly-earned spoils, and on May 10 a proclamation of relinquishment was published, transferring all land taken over by the treaty of April 17 back to its original owners. This was Russia's first step towards the eventual domination of Manchuria. For a short time matters were allowed to rest as they were, and the distrust evinced by each Power for the other began to subside. Then, in the autumn of 1896, came the news of the Russo-Chinese Convention for the construction of railways in Manchuria, and for the leasing to Russia of certain ports in China and Manchuria. In September of that year the Chinese Eastern Railway Company was organised, and the general terms of the agreement were that the shareholders should be exclusively Russians and Chinese, and the gauge of the lines according to the Russian 5-ft. standard. On August 28, 1897, the first sod of the Trans-Manchurian Railway was cut with great ceremony at a point on the eastern frontier of Kirin. Seven months later, March 27, 1898, an agreement was concluded with China ceding Port Arthur to Russia for the space of twenty-five years. The nine articles it contained began as follows: "It being necessary for the due protection of her Navy in the waters of North China that Russia should possess a station she can defend, the Emperor of China agrees to lease to Russia Port Arthur and Ta-lien-wan (Dalny is situated on the south of Ta-lien-wan Bay) together with the adjacent seas."



"Navy & Army."

THE INFANTRY BARRACKS.

'ves a complete panoramic view of the port.

Immediately the ice was open, Russian engineers landed at Newchuang, and looked about for a suitable terminus for a railway to connect Port Arthur and Dalny with the Tongku, Shan-hai-kwan, and Newchuang line. This they found three miles from the town, up-river, and building immediately commenced; in 1900 the line was finished. Branch lines were also built to Moukden and Ta-shih-ch'iao, and the country will eventually be traversed by a network of lines, all under Russian control. It is scarcely to be believed, therefore, that Russia will, on the expiration of her lease, evacuate Manchuria. To guard against any complications that might ensue on the publication of her determination to remain, the following clause was inserted in the treaty of lease: "The duration of the lease . . . may be extended by mutual agreement between Russia and China."

China may be disregarded in this sentence, which should read "the duration of the lease is absolutely unlimited." Russia's motto, as regards Manchuria, is, "J'y suis, j'y reste."

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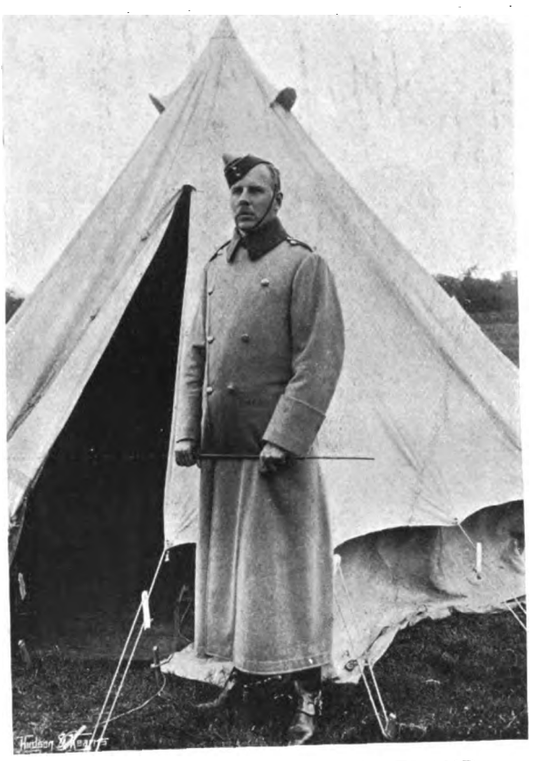
THE CITY OF LONDON (ROUGH RIDERS) I.Y.

THE statement that the "Rough Riders" are the premier Yeomanry corps of the metropolis is only another way of saying that Lord Maitland, who is primarily responsible for the regiment's existence, was the first to discover that the young men of London are not part and parcel of the desks at which it is their misfortune that they have to spend the majority of their time. That such an impression did previously exist is proved by the cold water that was at first thrown upon Lord Maitland's scheme, on the grounds that it would be quite impossible to get London men to become expert horsemen. "And I myself," confesses Lord Maitland, "would have said the same thing had I not been on service with a regiment composed almost entirely of men drawn from this City, an experience which convinced me that London men not only make expert horsemen, but show an aptitude for soldiering which I am sure is quite unparalleled in any other nation."



COLONEL VISCOUNT MAITLAND.

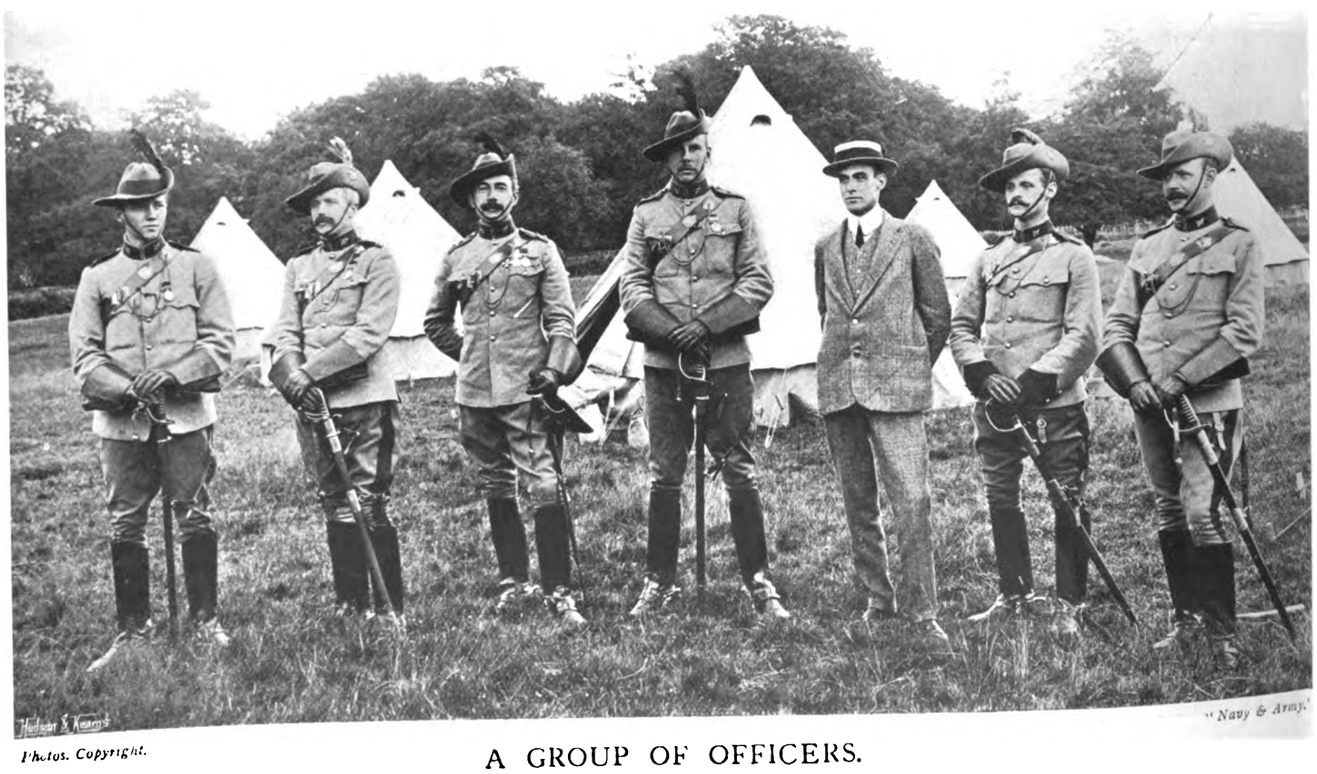
Who raised and commands the first Yeomanry regiment for London, the City of London (Rough Riders) Imperial Yeomanry. The regiment is largely recruited from the South African Rough Riders, of which Lord Maitland was Adjutant.

The regiment indicated was the 20th Battalion of Imperial Yeomanry, of which Lord Maitland was adjutant, and which thus became the prototype of the existing corps for Home Defence. The corps was originally named the 1st County of London Imperial Yeomanry; but in April, 1902, its title was changed to that which it now enjoys, and it augurs well for future success that it was at the same time adopted by the Corporation of the City, and that its welfare has now become the concern of the most famous and most generous municipality in the world.

The City of London Imperial Yeomanry underwent their first annual training in the autumn. In consequence of the postponement of the Coronation, the camping ground in the Home Park, Hampton Court, which was originally allotted to them, continued to be occupied by the contingents from India; but the spot in Bushey Park chosen as an alternative is probably the centre of more natural beauties than could be boasted by any other encampment in England. The training went off extremely well, and the adjutant is enthusiastic over the way in which the men shaped to their work. A report got about that the Rough Riders were having more than a fair share of sickness and accidents; but, as a matter of fact, the health record was remarkably good, and there were during the whole time only four accidents sufficiently severe to detain the patients in hospital, and none involved a detention of more than two days. General Grant, Inspector-General of Cavalry, was thoroughly satisfied with the progress made during the fortnight's training.

Lieutenant-Colonel Viscount Maitland, who commands, is the eldest son of the Earl of Lauderdale. He started his military career twenty years ago in India, becoming at the early age of thirteen a private in the Mussoorie Volunteer Rifle Corps. After a year in a Militia battalion of the Royal Scots Fusiliers he joined the Scots Greys in 1887. Two years later he left the cavalry for the Scots Guards. He is a member of the King's Royal Archer Body Guard for Scotland, and, as already stated, served in South Africa as adjutant of the Rough Riders, in which position he gained much popularity, and the honour of being mentioned in despatches. Lord Maitland has passed through the School of Military Engineering at Chatham, and in 1893 obtained the Hythe Certificate and Extra.

Lieutenant-Colonel G. J. Scott, D.S.O., the acting adjutant, is another officer who has always been immensely popular with all ranks throughout his career. He served successively in the Shropshire Militia, 2nd Dragoons, 18th Hussars, and Shropshire Light Infantry. While in the 2nd Dragoons he served as a Volunteer with the 7th Dragoons during the Egyptian Campaign of 1882, and wears the medal, with



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A GROUP OF OFFICERS.

In camp at Bushey Park.

Reading from left to right the names are: Lieut. B. E. Awbrin, Lieut.-Col. E. A. Chadwick, Lieut.-Col. and Act. Adjt. G. J. Scott, D.S.O., Col. Viscount Maitland, Surgeon-Lieut. Fernandez-Clarke, Lieut. and Quartermaster S. Lambert, and Capt. T. A. Poison.

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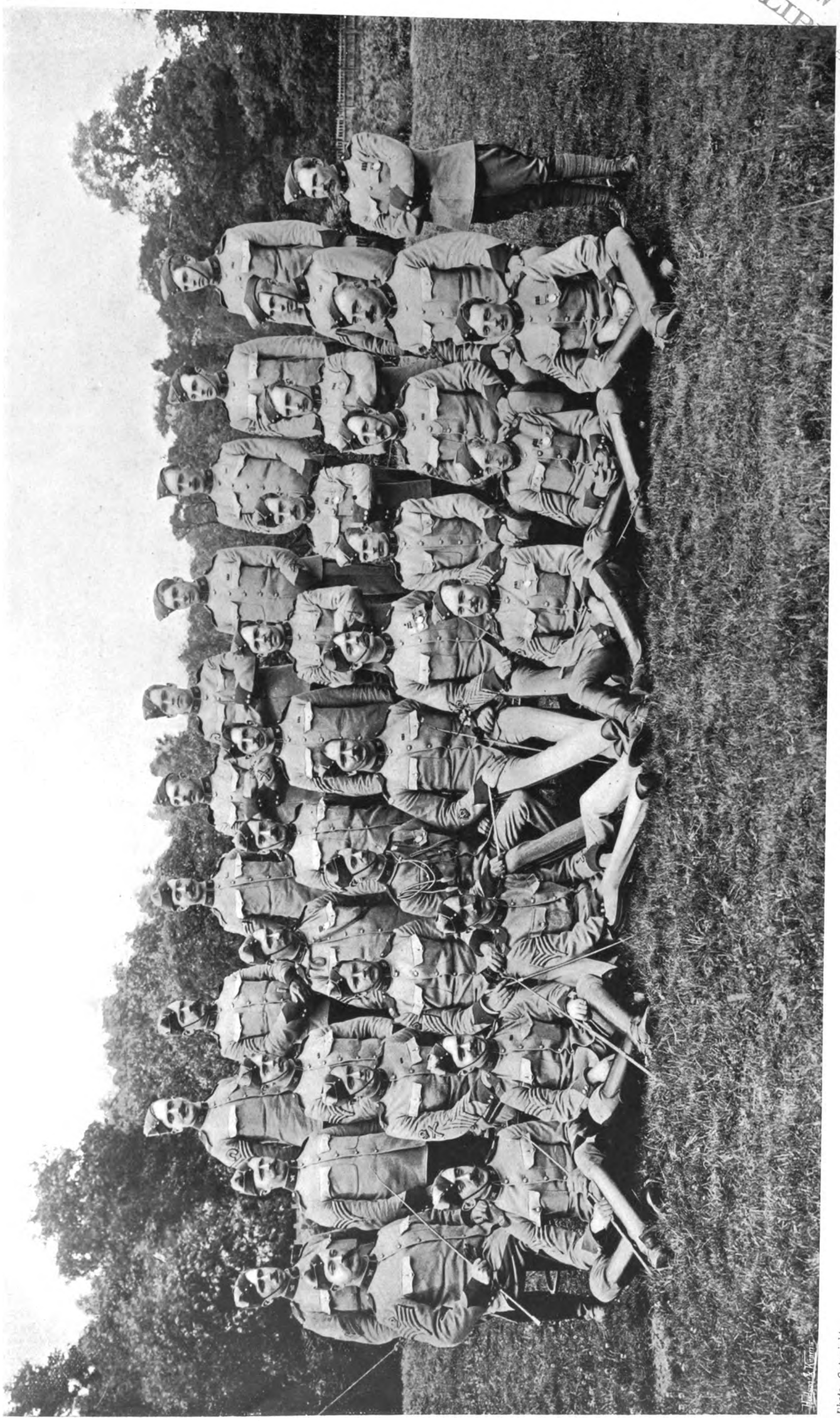

SOLDIERLY AND FIT.

The sergeants of the "City's Own."

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Tel-el-Kebir bar, and Khedive's star. He commanded a company of Paget's Horse in South Africa, and for meritorious service, in which he showed remarkable power of organisation, he received the D.S.O.

Major A. Cosmo Little, the second in command, was formerly in the 5th Royal Irish Lancers He served on the staff of two successive Lords Lieutenant of Ireland—Earl Spencer and the Marquess of Londonderry—and saw service in the Suakin Expedition of 1885, and more recently in Natal under General Buller.

Lieutenant-Colonel E. A. Chadwick, the last officer gazetted to the rank of Cornet, was also the last officer to join the 7th Dragoons under the old purchase system. He went to India with the 16th Lancers, and served in South Africa with the Rough Riders, notwithstanding a previous record of twenty-two years' continuous Army service. In the later stages of the war Colonel Chadwick acted as Commandant of the Yeomanry Details Camp at Pretoria.

Nearly all the officers, and a considerable proportion of the non-commissioned officers and men, have seen service in South Africa, principally in the Rough Riders and Paget's Horse; and as a good many of the remainder have served previously in Volunteer infantry battalions, their secession throws another light upon the vexed question of the recent depletion of that Force. It seems from this that while the majority of Volunteers who are leaving the Service are doing so because of the increased demands upon their time, a considerable number, more independently placed, perhaps, in civil life, are transferring to an arm of the Service where the rate of pay is higher and the Government requirements practically three times as great. The junior defensive force is thus placed between two stools, and it is only some radical change in the existing conditions that can prevent it, in the long run, from sustaining the proverbial result of its uncomfortable position.

The so-called "Home Service" Rough Riders started their career as a permanent institution by equipping and furnishing a squadron for active service. During its three months' training at Aldershot this squadron was brought to a high state of efficiency by the officer entrusted with the command. This was Captain E. C. P. Boyle, who had previously seen a good deal of fighting in Paget's Horse, had risen from the rank of corporal to that of sergeant-major, and had twice refused a commission before returning to England. Captain Boyle comes of fighting stock, his grandfather having been the Sir Court Boyle who served under Nelson. Two of his brothers have died in their country's cause, one in the Nile Campaign of 1885 and one during the recent war. His cousin, Lord Dungarvan, also served in South Africa, as second in command of the 22nd Battalion Rough Riders.

Unfortunately, the Service Squadron arrived too late to take any active part in the hostilities, but the thoroughness of their preliminary training will be indirectly of great service to their regiment, even if their experiences of life in one of His Majesty's hired transports do not compensate for the disappointment which awaited them at their destination.

THE ADJUTANT AND STAFF.

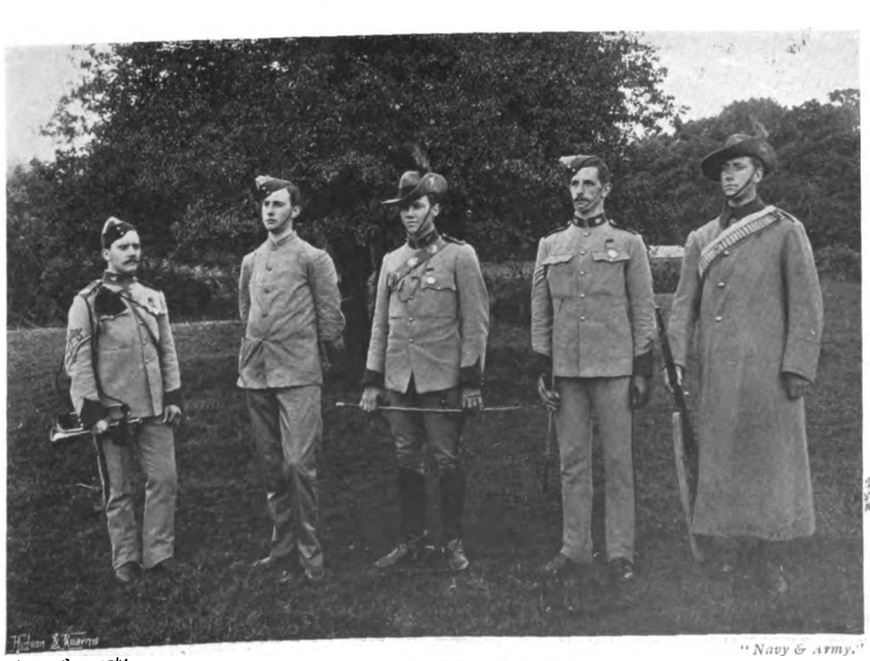
Who "manage" the Rough Riders from offices in the Guildhall.

In these days of its youth the regiment naturally contains a large number of young men whose definition of "rough riding" would at present differ somewhat from the official version, but the regiment means to live as nearly up to its name as it can, and every inducement is offered to recruits to become expert horsemen. Horses supplied by contractors frequently have original ideas on military discipline, which retards the progress of the rider, but in future this difficulty will not exist, as the officer commanding at Hounslow has promised to lend the regiment a requisite number of horses for drill purposes on alternate Saturdays.

Every new member has to pass the standard riding test, unless he has served in a mounted corps in South Africa, and even in this latter case he must attend a course of lessons until he has acquired the orthodox cavalry "seat" indispensable for ceremonial purposes. Of these ceremonial parades the City of London Yeomanry will probably have their full share, and their handsome Austrian blue tunics and plumed head-dresses will form a picturesque addition to the metropolitan "scheme of colour."

One noteworthy feature of the regiment's infancy, a feature which must have struck the most casual observer's eye during a visit to the camp, was the admirable manner in which the men marched. The spectacle of the strongest Yeomanry regiment of the Home District marching to church and back, headed by its excellent band, with all the swing and rhythm of a battalion of highly-trained infantry, proved to the thousands of Sunday visitors to Hampton Court last July almost as great an attraction as the Indian encampment a few hundred yards away. Guards, too, were mounted and kept in a very soldier-like manner; but then it is not every regiment that has an adjutant with a doubly-recommended D.S.O. and a genius for ubiquity.

Mention must be made of the "Regimental Gazette," one of the best-edited and most tastefully-got-up productions of its kind. Through this medium the Rough Riders keep in touch with what may perhaps be termed their previous existence, for not only does Lord Maitland contribute pages from his diary on his experiences in South Africa, but one of the rank and file who served under his adjutancy also contributes his reminiscences. A double history of the original Rough Riders thus unfolds itself month by month for the refreshment of the old generation and the benefit of the new. The colonel's notes are illustrated by snapshots taken by himself, photography being a branch of art in which Lord Maitland has achieved considerable success as an amateur exhibitor.



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FIVE TYPES OF UNIFORM.

Trumpeter; fatigue order; officer; walking out order; and sentry.

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ROUND THE MILITARY CLUBS.

THE LATE MAJOR SIR W. G. BARTTELOT, BART.

THE Prime Minister barely allowed me to get into print on the subject of the Committee of National Defence last week before he made a statement on this very subject. No thinking soldiers—or seaman, for that matter—can fail to welcome the statesman-like proposals which Mr. Balfour's speech contained; though they will doubtless be a little sceptical about the flow of rhetoric in which he inveighed against the scheme of the Leader of the new Liberal Party with regard to Lord Kitchener. But that, as Mr. Rudyard Kipling would say, is another story, which I shall, I hope, be able to deal with at a future period. In the meantime we can congratulate ourselves that in future the Committee of National Defence will not be a spook, but a corporate body representative not only of the brains of the Cabinet, but of the best of the professional element with which it is so intimately concerned. Moreover, it will now cease to be a committee without records, and I may safely, in the assurances of the Prime Minister, retract what I said last week so far as it concerns the future, though every word was true with reference to the past.

The small mention which was made at the same time by Mr. Balfour with regard to Somaliland is significant. The nation is taking no interest in this small war, which, quietly and without ostentation, is growing in dimensions and significance as time goes on. It is, I am sure, not realised that at the present moment there is nearly a brigade of Indian troops as well as a brigade of local troops and levies preparing for advance against the truculent fanatic who is persistently and erroneously called the "Mad Mullah." The furnishing of a force of these dimensions means that the actual striking arm will be called upon to operate far inland, and require a long line of communications. A long line of communications in a desert bush country means as a rule a campaign which will probably furnish a disaster or two, especially if, as is anticipated, the Mullah will not fight, but practise the "will o' the wisp" warfare which resulted in Colonel Swayne's semi-disaster. It is for this reason that preparations take so long, for in an almost waterless country the smallest reverse may develop into irretrievable disaster if the greatest care is not taken. Therefore we may be prepared to hear anything from Somaliland during the next three months—of a success equal to Omdurman in miniature, or of a disaster that bears unmistakable resemblance to Hicks Pasha's sad history.

The reason why the Mahomedan swashbuckler who has taken unto himself authority in Somaliland has been called the "Mad Mullah," is simply on account of the fact that the phrase has become a "catch" one for any Mahomedan leader who bases his authority over the masses on religious teaching. The original Mad Mullah was the fanatical Bonerwal who tried to usurp the place, power, and prestige of the Ahkund of Swat. This gentleman, it will be remembered, gained the following which precipitated the upheaval on the Indian frontier in 1897. If this progressive Bonerwal was mad, there was considerable method in his madness, and few in this country realise how nearly he scored a success in his attack on the Malakand post, a success which would have been far-reaching in its effect on far-off Cabul. But it is not my intention to "throw back" to these dead campaigns beyond showing the origin of the nomenclature by which we know the chief with whom we are now engaged in military operations.

"The Guards' Scandal" is still a topic of conversation, though it has ceased to be a nine days' wonder. I am not going to dilate further on the rights and wrongs of the case. It seems to me to be a matter very similar to the previous scandal in the Guards of nearly a hundred years ago. When it was brought to the ears of the Iron Duke, his comment was laconic: "The d——d thing has been found out; then the d——d thing has got to stop." And in more courtly language this is the decision of both Lord Roberts and the country. But although the interest in the affair has quite died down in this country, yet I find from the German, French, and Austrian papers that the officers of those countries are very concerned about the matter, and fail to understand the whole business. This, of course, is quite conceivable, especially in Austria and Germany, where an officer by regulation is not allowed to receive a blow. In Germany, if an officer is struck, even by an unarmed civilian, he is obliged to draw his sword and run the offender through on pain of losing his commission; and in Austria it would be a matter of seconds and twelve paces. Well, there is something in this; but it is so hard to draw the line between social pressure and outrageous "ragging" in the Army that I refrain from adding further to the comments upon the subject, but I deplore the publicity of the whole affair, for it will only tend to make our foreign *confrères* believe that we are all the brutal, uncouth savages that they delight in imagining us to be.

Considerable feeling is prevalent just at present in the Royal Regiment of Artillery, owing to the tendency to break through the new rules which came into force shortly before the South African War with regard to the division of the mounted branch from the unmounted branch of this arm. Under the old system, officers of the regiment were interchangeable between the mounted and dismounted branches. That is to say, a man who started as a garrison gunner could hope at some period of his service as a subaltern to be in the mounted branch of the regiment. Thus we had the quaint picture of a gay Horse Artillery subaltern dashing past in all the glory of the showiest branch of the Service one week, while the next, owing to his promotion, he became the staid custodian of a 10-in. R.M.L. gun at the Needles or Golden Hill. Now, it does not take a great military genius to see that the two branches of this service are absolutely divorced from each other; that heavy artillery, depression range finding, and coast defence form a study which may well be a life study, and completely at variance with horses and quick-firing field guns. But the sudden introduction of position ordnance into the organisation of a field army has so upset calculations that at the present moment the tendency is to revert to the ancient model of the homogeneous gunner, which Lord Wolseley was at such pains to destroy. It is not for me to partition these branches of the service, but I would be inclined to group them into three. The Horse and Field Artillery, the Position Artillery, and the Garrison. Each is allied, as they have to deal with guns, but each is likewise different from the other, and each is worthy of being a life-long study for one man. If a country like this had to think of home defence, the proper utilisation of Position Artillery capable of moving with an army in the field would assume a new significance. In conjunction with our railway system we should be able, if ever circumstances did allow of the violation of these shores, to transport with the utmost rapidity batteries of position guns to cover any threatened point. Say, for instance, that a landing was effected between Hastings and Eastbourne. Within twenty-four hours the position gunners should be able to crown the Downs with a fringe of batteries capable of throwing 40-lb. projectiles 8,000-yds. To an intending invader the knowledge that this kind of reception would greet him would make him stop to consider. Even such a lesson did we learn ourselves when "Long Tom" first opened on us at Dundee in Natal. But I am getting away from my point. It is well known that, for sentimental reasons, a large number of senior officers in the Regiment of Artillery were opposed to the absolute divorce of the mounted and dismounted branches. But for the most part, now that the system has been given a fair trial, practical soldiers are agreed that the division was sound policy and that the present slackness, which would appear to be a gradual slipping back into the old arrangement, is a failure, and should be stopped before the trouble has gone too far.

It will be remembered that I took exception to a speech

What Soldiers are Thinking, Saying, and Doing

By RANGE-FINDER.

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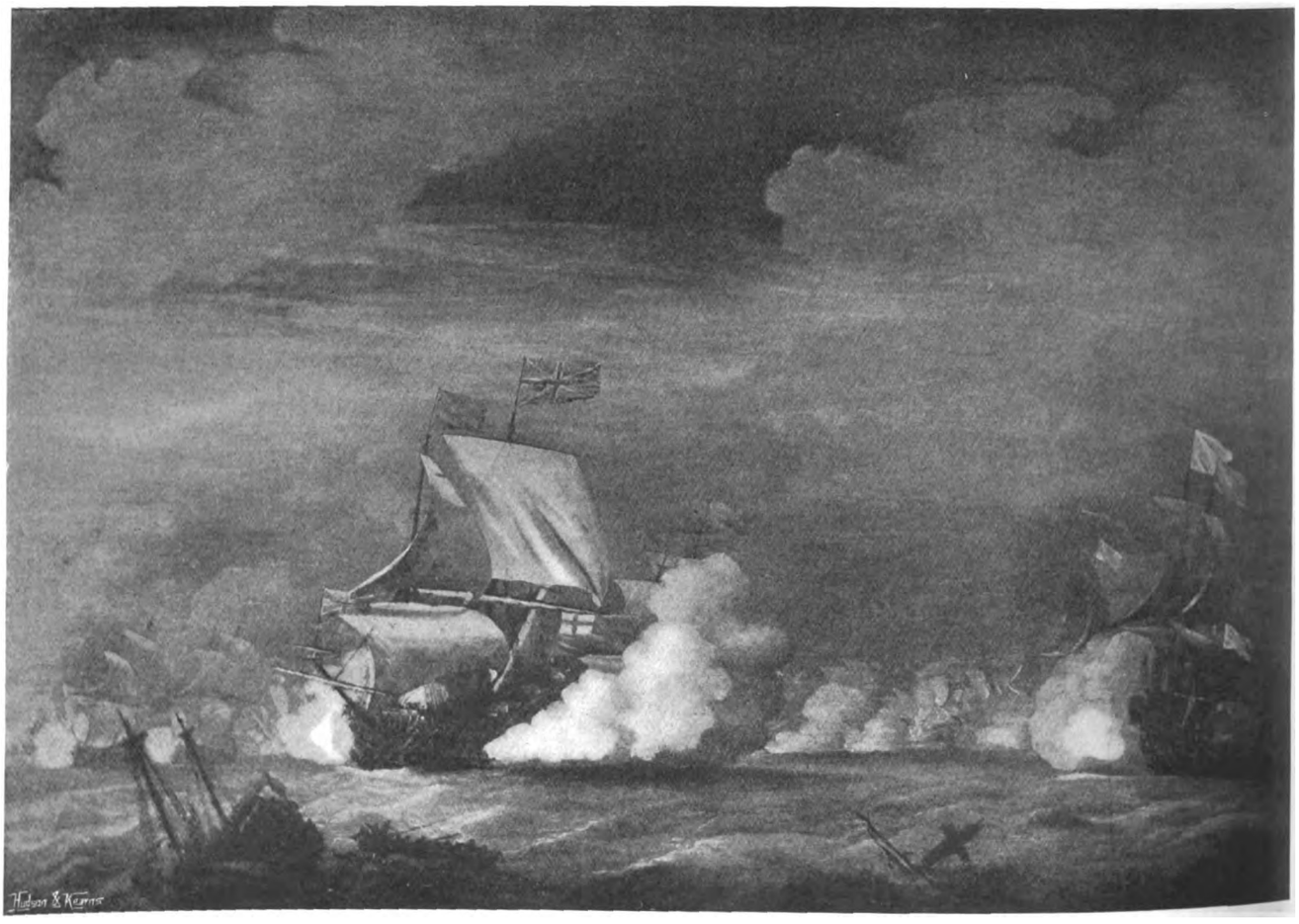
by Mr. Winston Churchill when he indulged in some rather cheap satire with regard to Army matters in general and Mr. Brodrick in particular. The general disapprobation with which these sentiments were received has evidently caused Mr. Churchill to mend his ways, and in his last speech he was particularly happy in his comparison between the War Office and the Humbert case. It is really a telling simile.

It will be very interesting to follow the next few months in India, to study the development of the diplomatic policy whose channels lead us into military conclusions. It is well known that the very crux of Lord Curzon's frontier policy is Seistan. He will not be satisfied until we are, in a military sense, so co-terminous with the province of Seistan that we shall be able to declare at a moment's notice a protectorate over it if Russia actively moves so much as a pawn in the more northern provinces. It will, therefore, I say, be of the greatest interest to see how Lord Kitchener, as supreme military adviser, will fall in with Lord Curzon's views on the subject. It may not be generally recognised, but Lord Kitchener is most adaptable as a subordinate. It has been the secret of his success. He has never striven to make himself equal to his superiors, only indispensable. He was indispensable to Lord Cromer and Lord Roberts in turn, and I fancy that he will become indispensable to Lord Curzon.

THE STORY OF A VAN DE VELDE.

THE Van de Velde now on view for sale at the Carlton Gallery in Pall Mall Place is one of special note and of historic value. It is possible to say with practical certainty what event and what famous incident in English history it represents, painted, too, as it was by an actual eye-witness of the scene depicted, the artist himself being on the occasion on board one of the ships shown in the picture. It is on wood, and for more than a century has been in the possession of the family of its present possessor, preserved in an old West Country manor house.

The story of the battle of June, 1666, called by the men of the time, and known by the name they gave it ever since, "The Four Days' Fight," from the fact that it lasted from June 1 to 4, is a particularly interesting and instructive one. At the end of May the English fleet, some eighty sail in number, under Monk, Duke of Albemarle, and Prince Rupert, was lying at the Nore awaiting news of the whereabouts of the Dutch fleet under Ruyter, known to be about the same strength. Before the desired information arrived a peremptory order came from Whitehall, from King Charles himself, ordering a detachment of the fleet, under Rupert, to proceed into the Channel to meet a French squadron reported to be on its way to join the Dutch. Rupert went off with twenty picked ships, and immediately after that news came that Ruyter with the whole Dutch fleet was off the North Foreland. Albemarle and the main body of the English fleet had accompanied Rupert as far as the Downs. On hearing of the whereabouts of Ruyter, he with the sixty ships left him stood to meet him. He sighted the Dutch fleet at anchor, and with the wind as it then was saw a fair chance of falling on half of it and overwhelming it before the half to leeward could beat up to the rescue. Albemarle's plan of attack miscarried, and a general battle with the whole Dutch fleet came on, which lasted till nightfall, the English getting the worst of it. Albemarle, however, refused to admit himself beaten, and next day he attacked the Dutch again. In the afternoon he was compelled to retreat, though slowly, and fighting a fierce rear-guard battle all the time, until on the afternoon of the third day, Rupert, who had been turned back by a message from the Admiralty when off the Isle of Wight, came in sight and joined Albemarle. A council of war was held, and it was decided to stop the retreat and try the fortune of war once more by an attack on the enemy next morning. Prince Rupert in his flag-ship, the "Royal James," was to lead on the fourth day, and that is the scene depicted by the artist in this picture. The English ship with the Union at the main is the "Royal James," and the Dutch ship on the right, as the spectator looks at the picture, is Ruyter's flag-ship, the "Seven Provinces," on board which was William Van de Velde, "our special artist," making sketches, by order of the States-General of Holland. For the rest, the fighting all day was close and desperate, and ended with both fleets practically beaten to a standstill and out of powder. Owing to their heavier losses on the four days, the English on the whole had the worst of the encounter, but it was claimed by Albemarle and Rupert as at least a drawn battle.



THE FOUR DAYS' FIGHT, JUNE, 1666.

Prince Rupert in the "Royal James" engaging the Dutch Admiral Ruyter.

(After a Painting by W. Van de Velde the Elder, now on exhibition at the Carlton Gallery, Pall Mall Place.)

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The 4th West Riding of Yorkshire Volunteer Artillery.

Photo. Copyright. A VIEW OF THE CAMP AT CHATSWORTH PARK, 1902. *"Navy & Army."*

THE 4th West Riding of Yorkshire Volunteer Artillery was first formed as far back as February, 1861, and at its birth it appears to have been called the 4th West York Artillery Volunteers, by which name it continued to be known until about thirteen years ago, when its name was changed to the 4th West Riding of Yorkshire Volunteer Artillery, Western Division Royal Artillery. There appears to have been a company of Artillery in connection with the Loyal Sheffield Independent Volunteers, which was formed in 1794, and this company of Volunteer Artillery was armed with two brass 6-pounder guns. In 1821 these guns were handed over to the town trustees. These same guns formed the first armament of the 4th West York Artillery Volunteers, for on July 1, 1861, they were transferred to the corps, and some thirty-six years later again changed hands, being presented to the Lord Mayor and Corporation of Sheffield, and are now in the grounds of the Mappin Art Gallery.

Photo. *Elliott & Fry.*
COL. CHARLES ALLEN, V.D., J.P.
The commanding officer.

Doubtless the formation of this corps was largely due to the patriotism of the county and the Volunteer spirit which spontaneously arose on the occurrence of a menace to Great Britain in 1859, which seemed to indicate the possibility of an invasion. When the corps was first raised it consisted of only two batteries, but by the end of the first year of its creation a third battery had been added, the corps at that time numbering 227 all told. In 1862 No. 4 Battery was formed at Woodhouse, and in 1863 another battery was formed at Howard Hill (Walkley); this was known as the Hallam Battery. In the same year, two other batteries, Nos. 6 and 7, were also raised at Sheffield. In 1864 the Duke of Norfolk was appointed honorary colonel, a position which he still retains, and the corps was increased to eight batteries by the formation of No. 8 Battery at Chapeltown. In 1889 the corps was converted into a brigade of Position Artillery, the number of batteries being reduced to four, and known as A B C and D Batteries; but in the following year these letters were changed to numbers at the request of the War Office.

Originally every member paid an annual subscription of not less than twenty shillings, and also a certain amount to cover expenses in camp. In 1863, however, when the Government capitation grant was first decided upon, a resolution was passed abolishing the subscriptions of efficient non-commissioned officers and gunners, and making an annual allowance of ten shillings to every efficient member to help to defray the cost of uniforms, which at that time the members had to provide,

Photo. Copyright. *Rosemont.*

A GROUP OF OFFICERS.

Reading from left to right the names are—Back row: Capt. Clifford, Capt. Clench, Quartermaster Hoole, Capt. Hardwick, Chaplain, Capt. Gainsford, and Lieut. A. A. Hollingsworth. Sitting on chairs: Capt. Rhodes, Surg.-Lieut. P. E. Barber, Major Stephenson, Colonel Allen, and Lieut.-Col. Clifford. Sitting on ground: Capt. Watson, Cecil Allen, and Capt. Jeudwine

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and travelling expenses. In 1861, the year of its formation, the corps was armed with the Enfield muzzle-loading carbine, and during the first year had only the two 6-pounder guns already mentioned, but in the following year two 32-pounders were delivered, the Government at the same time sending down an instructor from the Royal Artillery. Shortly before 1868 further guns were supplied, until the corps possessed six 32-pounders. In 1871 two 40-pounder breech-loading guns were given to the corps, and in 1872 the Enfield carbines were recalled and the men served out with Snider breech-loading carbines, these remaining in use until the year 1885, when they were replaced by the Martini-Henry. Then in 1897 the Martini-Henrys were called in and their place was taken by the Martini-Enfield.

The uniform of the corps has always been similar to that of the present time, except that busbies were worn in place of helmets, which were first introduced in 1879, and supplied to the batteries in order of their efficiency.

The corps has from the very first possessed a very good record in regard to its shooting. In 1863 it took part in the County competitions, and although it was unsuccessful in carrying off prizes, which could hardly have been expected considering its recent formation, yet its members were most warmly congratulated by the umpire. On the same day that these competitions were held, No. 1 Battery fired a match against the winners of the first County Prize (Middlesbrough detachment of the Guisborough Corps) and beat them, afterwards winning a similar match against the Whitby Artillery Volunteers. Then in 1865, on the occasion of the first meeting of the National Artillery Association at Shoeburyness, detachments of the 4th West York were present, and gained the highest aggregate number of points at the meeting. Since that date the corps was represented at every subsequent meeting of the association until 1898, and was successful in carrying off some most valuable prizes, including the Queen's Prize, of which it was declared the winner on three occasions, and would have added another success in regard to this prize in 1887 if a few points had not been lost owing to a slight mishap in gun drill.

The present commanding officer of the corps is Lieutenant and Honorary Colonel Charles Allen, V.D., J.P., who first joined the 4th West Riding of Yorkshire Volunteer Artillery as second lieutenant in March, 1880. On July 21, 1897, Lieutenant-Colonel N. Creswick, C.B., V.D., resigned his commission after thirty-seven years' service, during which time he did much to benefit the corps, and was succeeded by Major C. Allen, who was promoted to the rank of lieutenant-colonel (in command) on August 7, 1897. Colonel Allen is and has been for over twenty years a most zealous Volunteer Artillery officer, and is most popular with his brother officers and the men. On the outbreak of the Franco-Prussian War he attached himself to an ambulance corps and was present at several engagements, including the field of Sedan. He passed through the School of Gunnery at Woolwich and Shoeburyness, where he gained the certificates of proficiency.

As a further proof of his zeal and patriotism, it is interesting to note that Colonel Allen was among the first Volunteers to offer his services at the commencement of the South African Campaign. Not only this, but he offered to provide at his own expense a complete battery of 12-pounder Armstrong quick-firing guns. This magnificent offer was made in the autumn of 1899, when war on Great Britain was declared by the South African Republic and the Orange Free State, and on Colonel Allen issuing an order to ascertain how many officers and men of his corps were willing to serve, no less than ten officers, including himself, and 300 men handed in their names for active service, and it was in order that they should be efficiently armed with the most modern guns that his generous offer was made.

It is a great pity that the Government have not seen their way to supplying the various Volunteer Artillery corps of Great Britain with more modern guns than those with which they are at present equipped. As will be seen from the foregoing remarks, the 4th West Riding of Yorkshire Volunteer Artillery is a corps in which both officers and men take the greatest interest in their work, and should certainly receive some encouragement from the Government in the matter of armament. The guns with which the brigade, under Colonel Allen, are now equipped consist of old 16-pounder muzzle-loaders, practically worn out and still fired with black powder, which were discarded by the Army as obsolete some twenty years ago.

As far back as 1900 Lord Lansdowne declared in the House of Commons his intention of supplying the Volunteer Artillery with 4·7-in. and 15-pounder breech-loading guns, but here the matter seems to have ended, for no further steps in the right direction have as yet been taken. Surely it cannot be that the Secretary of State for War and the War Office experts who are his advisers are desirous of damping the patriotic enthusiasm of the thousands of officers and men who have been patiently waiting for the last three years for the promise of more modern armament to be redeemed!

DURING A FIELD DAY.

A consultation among the officers.

Photos Copyright. "Navy & Army."

ALL READY.

Preparing to advance again.

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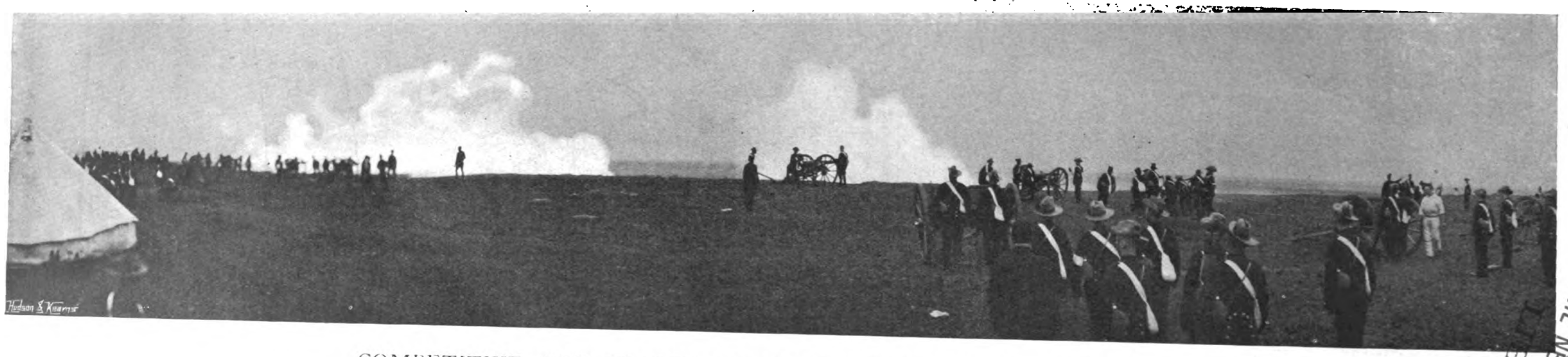
4TH WEST YORKSHIRE VOLUNTEER ARTILLERY AT WORK.



COMPETITIVE GUN PRACTICE OVER LAND RANGE AT FLEETWOOD.

The work of the members of this corps is carried out in a most efficient manner.

Photos. Copyright. "Navy & Army."

IN MARCHING ORDER.

The Brigade Division in column of batteries.

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ST. RAPHAEL: A PRETTY LITTLE NOOK ON THE RIVIERA.

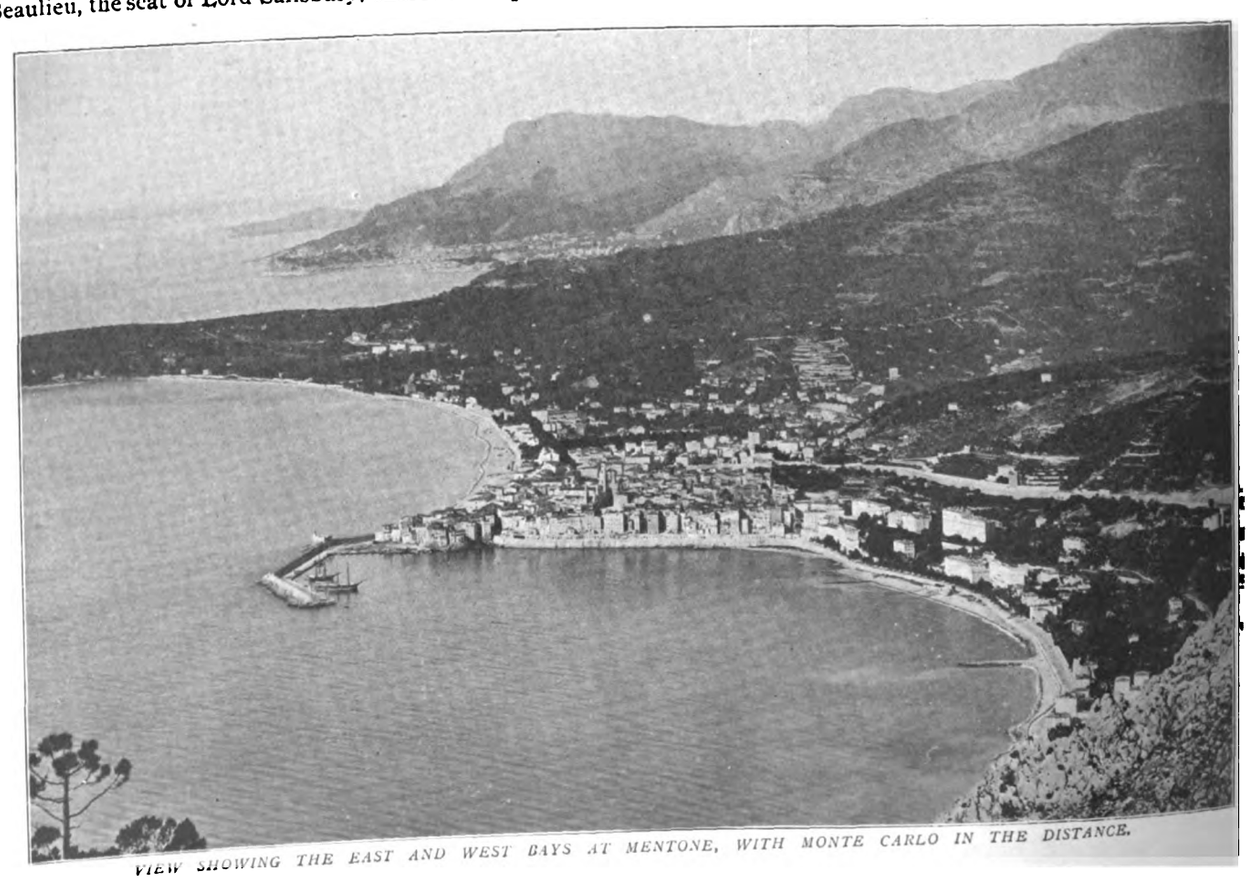
ROUND THE WORLD.

MENTONE: THE WARMEST CORNER OF EUROPE.

STATISTICIANS have gone so very deeply into most questions affecting health resorts and travel that it is a little surprising no attempt has been made to supply data which will show the various causes that take so many people abroad at this time of year. Those who visit the Riviera are not by any means all invalids. On the contrary, it is safe to say that the majority consists of pleasure-seekers or holiday-makers. There are, of course, a great many invalids, as well as persons in various stages of convalescence, sent to these parts by their doctors' orders, but these are quite overwhelmed in number by the crowds of pleasure-seekers pure and simple.

Although the Riviera climate enjoys a world-wide reputation on account of its warmth, high record of sunshine, and comparatively small number of rainy days, there is the *mistral*, a piercingly cold wind, which blows sometimes unceasingly for days, to be guarded against. However, there are one or two places on the coast where, owing to the protection afforded by the range of mountains at the back, it is possible to escape almost entirely from this much-dreaded monster. One of these places is Mentone, which, with beautiful Beaulieu, the seat of Lord Salisbury, shares the reputation of being the warmest corner in Europe. Although Mentone lacks at present the life and gaiety of Nice or Cannes, it is nevertheless growing apace. Not more than fifteen years ago Mentone was looked at askance by the pleasure-seeker, being then the refuge and stronghold of those battling with consumption; but a great change has come over the place within recent years. The invalid element is fast giving way to the pleasure-seeker, the result being most gratifying.

Mentone occupies what is undoubtedly one of the most beautiful situations to be found the whole length of the Riviera. One of Mentone's greatest charms is its variety of climate and aspect. The visitor who comes there in early spring can choose between the sea shore, with its murmuring waves and bracing air, its bright sunshine, and the absence of any hills, or the hillside, with its glorious view and its warm background. He has again the choice of the beautiful East Bay, with its magnificent views, its harbour, its luxuriant vegetation, and its semi-tropical climate, or the West Bay, with its more invigorating breezes, its lovely public gardens, and its variety of walks up the valleys. Certainly the West Bay is in a more central position. The visitor has yet the alternative of going to Cap Martin, and there live amid the fragrance of pine woods. Wherever he goes there are villas of all sizes and to suit all tastes. The prices of villas for the winter vary from £80 to £800. It is most unlikely that any would be found now the season is so far advanced at the



VIEW SHOWING THE EAST AND WEST BAYS AT MENTONE, WITH MONTE CARLO IN THE DISTANCE.

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lower figure named. The less expensive villas are usually snapped up at the commencement of the season.

As a rule the hotels are well filled shortly after Christmas, and continue so until the end of March, although during April and May the Riviera in general really looks at its best.

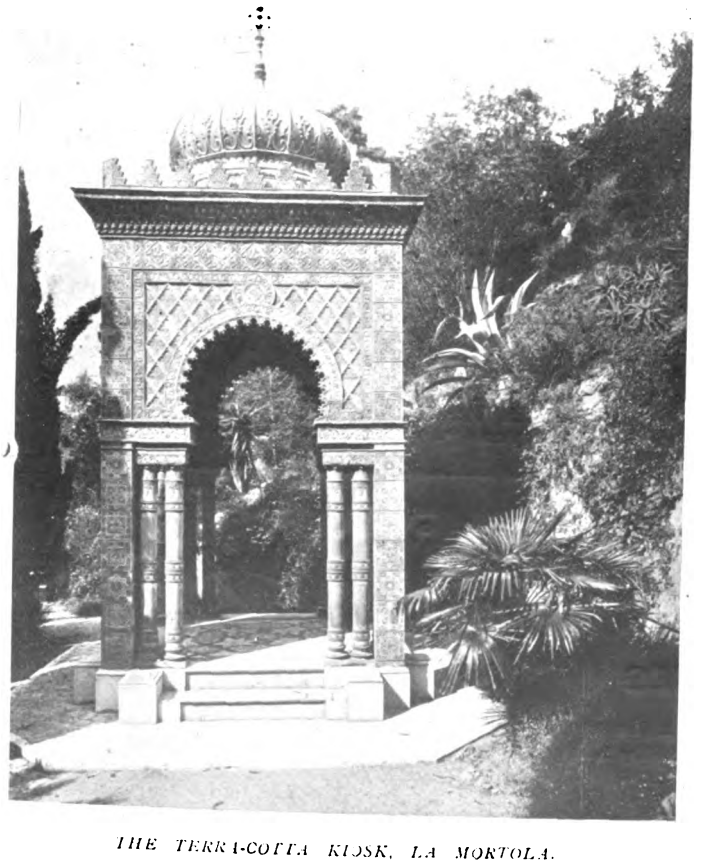
It can no longer be said that Mentone is quiet, for dances are given several times a week at all the leading hotels, the fancy dress balls being quite a feature of the season. The Committee of Fêtes spends a large amount of money every year in providing for the amusement of visitors, and the battles of flowers are immensely popular. Mentone boasts its own International Club, where a mild little gamble may be indulged in, though Monte Carlo itself, the metropolis of gambling, is distant but twenty minutes by train and within half an hour's drive with a pair of good horses.

Automobilism, by the way, is a favourite pastime all over the Riviera, and finds many votaries in Mentone. There are innumerable excursions into Italy and elsewhere, the roads being exceptionally good. For those unable to climb hills, first-rate little donkeys may be hired for 5fr. a day. The animals are usually accompanied by a man or a woman, who will walk as much as twenty miles a day without any sign of fatigue. Among the most charming spots to be visited in this way we would mention the villages of St. Agnese, Castellar, and Castiglione; there are many others situated on the slopes of the mountains.

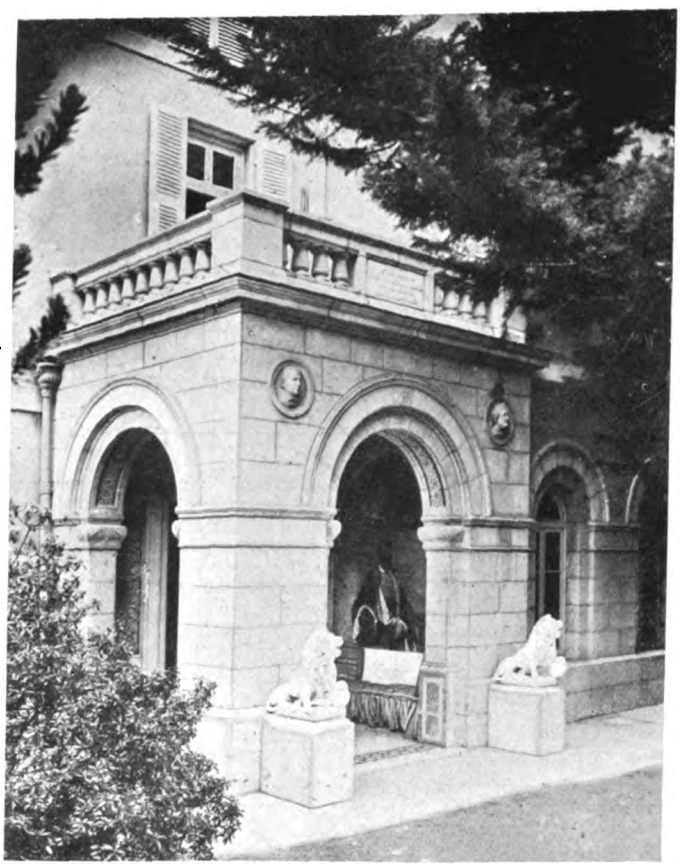
The beautiful drive along the Corniche Road, over the Pont St. Louis, which constitutes the frontier separating France and Italy, is one with which every visitor to Mentone is familiar. A short distance further on is the entrance to the lovely gardens of La Mortola, to which visitors are admitted by the kindness of Mr. Hanbury; the franc that is paid for admission goes as a contribution to the hospitals at Mentone and Ventimiglia. The garden is arranged in a series of terraces extending from the road down to the beach. One of the special features of the garden are the giant leaves of the agaves or American aloes, which form a fine background. Besides aloes, other plants, such as the prickly pear, cactus, and euphorbia, are made a speciality of.

Besides the picnics, donkey excursions, fêtes, and battles of flowers, there is always some one to be found who will organise private theatricals, tableaux vivants, etc. The monthly receptions held by the Maire have proved highly successful, in that they have been the means of bringing together French and British visitors.

Within five minutes' walk of the station is one of the newest quarters of Mentone, known as Les Vignasses, where a number of pretty villas stand in the midst of lovely rose gardens. A splendid view may here be obtained over the town with the sea and undulating Italian coast beyond. Visitors who choose this part of Mentone to live in have not only the advantage of being within a few steps of the centre of the town, but are at the same time within a couple of minutes' walk of the lovely olive groves and fir trees. It is here that we find one of the most charming of Mentone's many luxurious hotels—the Riviera Palace, a favourite afternoon tea resort. Also in the same neighbourhood are the Hotel des Iles Britanniques and the National.



THE TERRA-COTTA KIOSK, LA MORTOLA.



THE HANDSOME PORCH IN THE GARDENS OF LA MORTOLA.

QUERIES AND REPLIES.

SELECTION OF AN ENGLISH SPA (RETIRED).—This is a matter upon which only your physician can advise you. With regard to Harrogate, the season there does not start much before Whitsun, although many North Country people spend Easter there. Harrogate is undoubtedly the most enterprising and go-ahead of the English spas; and by the coming season the Kursaal will be completed and open. Harrogate is also well provided with hotel accommodation. The George Hotel, which is nearest to the Baths and the Kursaal, is a well-managed, comfortable hotel to put up at. The terms, too, are distinctly moderate. We can also highly recommend the Wellington and the Crown. The Majestic is, of course, the premier hotel of Harrogate, and, for that matter, the whole of the North of England.

WHEN TO VISIT ICELAND (GREBE).—The earliest you should visit this part is June. Personally, we would recommend you to leave it until July. We believe that Messrs. G. V. Turnbull, of 8, Commercial Street, Leith, have several sailings during the year. The first-class fare would no doubt cost from £8 to £10, added to which is the cost of food at about 5s. per diem. You have evidently been misinformed on the subject, because Messrs. Turnbull's steamers are fitted up in first-rate style and lighted by electricity. There are smoke-rooms, a room for ladies, and several bath-rooms on board. The time occupied on the voyage varies according to the route taken. You would do well to write Messrs. Turnbull on the subject; they are always most ready to afford every kind of information a traveller may wish for.

WHERE TO STAY IN ROUEN (ARTIST).—Rouen and its vicinity should provide numberless subjects for your pencil and brush. We know of no hotels at which really comfortable board could be obtained for so low a rate as 5-fr. a day. For 7-fr. or 8-fr. you could stay at the Grand Hotel de Paris, in the Quai de Paris. We have heard this hotel well spoken of by those who have stayed there. Should you go to Florence, we recommend you to communicate beforehand with one of the following ladies: Mme. Valle, 4, Via Manzoni; Mme. Orsi, 8, Borgo San Frediano; or Mme Tomaselli, 25, Via Lung 'il Mugnone. The price of *pension* varies from 6-fr. to 8-fr. a day. No doubt you could arrange to take lessons in Italian at one of the *pensions* before-named. The cost of the lessons should not be a very expensive matter, and possibly you could arrange for an inclusive figure to cover board and lessons.

HOMBURG: ITS SEASON AND CURE (C.B.).—You would find the months of May and June very delightful for a visit to Homburg, although the season is at its height from the middle of July until the end of August. There are five different mineral springs in Homburg, all of which are of a ferro-saline character. The waters are used both externally and internally; in the latter case for diseases of the digestive organs, etc., etc. There are a number of eminent physicians practising in connection with the *Kur*, but among the English visitors Doctor Hueber and Doctor Weber are much sought after. Among the best hotels we may mention Ritter's Park, the Grand, the Russie, and the Victoria. Ritter's is an especial favourite, owing to its splendid situation. The authorities do all in their power to make the place attractive, and theatrical performances, concerts, and dances are of frequent occurrence during the season. Among the available sports, golf, croquet, and tennis may be had. The tennis courts rank among the best in Europe.

TO NAPLES BY STEAMER (LEISURE).—Yes; you would find the boats of the Orient line very comfortable. You would reach Naples in less than a week, and could return overland if preferred. Palermo is easily reached from Naples, and the time taken up on the journey would be well repaid by the fine scenery of the island. You could travel first-class by Orient liner, returning overland, for under £25.

NOTICE TO READERS.

Trustworthy and reliable information on all matters relating to Travel may now be obtained of this journal free of charge. All a correspondent has to do is to state his requirements as briefly as possible (numbering each question separately) in a letter addressed to the "Travel Department, NAVY AND ARMY ILLUSTRATED, 20, Tavistock Street, Strand, W.C.," and a reply will be sent by post; or the information will appear in these pages, under the heading of "Queries and Replies."

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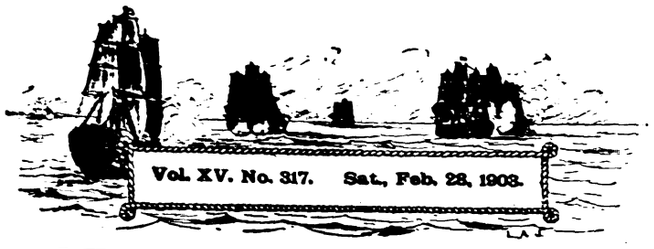

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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

The Editor will be glad to hear from Naval and Military officers who are willing to write descriptions of sporting adventures they have experienced. He would like to see any photographs that may have been taken, especially those of the "bags" made.

The Editor would be much obliged if photographers and others sending groups to him place the name of each person on the pictures so as to plainly indicate to which figure each name refers.

Publishers' announcements and books for review should be addressed direct to the Editor of the NAVY AND ARMY ILLUSTRATED, *20, Tavistock Street, Covent Garden.*

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Copies of NAVY AND ARMY ILLUSTRATED *are supplied to Officers of the Army and Navy at Home and Abroad, Volunteers, Militia, and Yeomanry at the Special Rate of 12s. 6d. per annum, post free.*

MEMS. FOR NAVAL AND MILITARY MESSES.

FIELD-MARSHAL LORD ROBERTS says of "Modern Warfare," by "Ubique" (T. Nelson and Sons, 6s.): "I have read this book with much interest. I think it conveys a great deal of practical instruction in a very pleasant way, and at the same time, in such a graphic way as to impress it upon the imagination and upon the memory. The maps and diagrams illustrating the text are excellent. I expect to hear that the book is widely read, and I believe it has a special value for officers and men of the Auxiliary Forces."

We have received a letter from the committee of the Union Jack Club, in which they say: "The Club will be open to all sailors, soldiers, and marines. It will be entirely social, and will furnish for the man who is on leave, or who is adrift in London, a place close to Waterloo Station at which most sailors and soldiers arrive, where he can find everything suited to his requirements, where he can meet his comrades, where he can at any time procure a good bed and a comfortable meal, and where he can avoid the many temptations and pitfalls which await him. Few realise the snares which await sailors and soldiers when visiting London. In consequence of the surroundings amid which they find themselves, their money is in too many cases rapidly spent, and frequently in less than a week's time they are reduced to a state of physical disability and moral depression."

The original purpose of a sword-knot was to allow the sword to hang on the wrist of the wearer in the event of the weapon being accidentally or otherwise dropped from the hand. Nowadays the knot has evolved into a mere decoration of the hilt: but it requires considerable dexterity and experience to affix it in a neat and satisfactory manner. There is, however, no longer any necessity for the vexatious trouble invariably incurred by those whose misfortune it is to do this, especially to the hilt of the present infantry officers' weapon. Everyone knows that loss of time and temper is the result of trying to get a sword-knot to go right, and in the case of the full-dress article—which costs from 15s. to £1—it oftimes comes out of the ordeal with 50 per cent. of its original beauty destroyed after a soldier servant has attempted to decorate the officer's sword with its necessary ornament. The latest improvement, as shown in our illustration, is a knot built up on a leather body and instantly attachable and detachable from the hilt by the aid of small fastenings, and it is claimed that one of these full-dress knots will outlast at least three of the old style, besides being always neat and smart in appearance. The War Office authorities have given permission for the new article being supplied to officers, and there is little doubt that a great number will avail themselves of the advantages of this new simple and economical contrivance. The inventor is Mr. J. T. Mason, of the Wilkinson Sword Company, Limited, of 27, Pall Mall, and at which address the different patterns can be seen and purchased.

NEW CAVALRY OR STAFF KNOT.

A lecture will be delivered in the theatre of the Royal United Service Institution on Tuesday, March 3, entitled "An Organisation of the Nation for Defence," by Major-General C. E. Webber, C.B., R.E., P.S.C. The chair will be taken at 3 p.m. by Vice-Admiral Lord Charles W. D. Beresford, C.B.

At the Earl's Court Boating Exhibition, which will be opened to-day, Saturday, by Sir J. and Lady Dixon-Hartland, the band of His Majesty's Grenadier Guards will play twice daily, and a first-class concert will be given under the direction of Mr. Thomas Scott daily at 5.30 p.m. Among the artists who will appear are Mme. [illegible] Jones, Misses Madeleine Galton, Evelyn Sinclair, and Gwen Bleiberg; Messrs. Harrison Brockbank, Kelson Trotman, Joseph Ellis Hudson, Griffith Humphreys, Mecal, Charlton, and Percy Helmore. On the opening day Mr. Schneider's Ladies' Choir will [illegible]

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THE
NAVY & ARMY
ILLUSTRATED.

VOL. XV.—No. 318.] SATURDAY MARCH 7th, 1903.

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IN CHARGE OF MALTA DOCKYARD.

REAR-ADMIRAL JAMES L. HAMMETT, AND HIS STAFF.

The Admiral Superintendent of Malta Dockyard, who is here shown with Flag-lieutenant Reginald Henniker-Heaton and Secretary Richard B. Hosking, has seen much service. He was slightly wounded during an expedition in China, when a sub-lieutenant, and as a commander, served in the "Minotaur" during the Egyptian War of 1882. The medal ribbons on his left breast represent these services, while that upon the right is the ribbon of the Royal Humane Society's decoration, which he wears with a clasp for having twice saved life at sea.

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Stump-oratory and Statesmanship.

In more ways than one Mr. Chamberlain's tour in South Africa is the most interesting political event of our time. Some of these ways are obvious. There is no need to dwell upon the advantage to the nation of having a Colonial Minister who possesses some first-hand knowledge of the problems with which he has to deal. We may safely credit our readers, too, with an appreciation of the long step forward which has been taken in the settlement of the South African after-the-war difficulties. These have been sufficiently pointed out already. There is, however, one aspect of this memorable event to which we should like to draw particular attention, inasmach as it has not been the subject of much comment so far. We mean the difference which this tour has made to Mr. Chamberlain's position in the country.

When he started for South Africa in November last he went as a party politician—that is to say, he was regarded by half the people of the United Kingdom as a party politician. The politicians on the other side sneered at his adventure. They cavilled at a war-ship being provided for him. They hinted that he was more likely to stir up hornets' nests than to pacify. Yet no sooner had the business of his tour begun than their note changed. In spite of themselves, in spite of the rules of the party game (which lay it down that anything your opponent does is wrong), they spoke of him in a different tone. They praised his tact, his courage, his plain-speaking, his "pluck and energy," his statesmanship, and his evident grasp of the questions laid before him. This flow of praise has gone on ever since from the mouths of Liberal and Radical orators. They vie with one another in prophesying smooth things. In fact, when Mr. Chamberlain lands in England on Friday, the 13th inst., he will be hailed no longer as the second in command of the party in office, but as a statesman who belongs to the nation as a whole, who has worked for the nation as a whole, and who has earned, in return for his work, the hearty thanks of the nation as a whole.

Now, what is the reason of this very remarkable change? Is it, in the first place, a change in the attitude of the public mind, or is it a change in Mr. Chamberlain? The answer is, "a little of both." There is no doubt, to begin with, that as soon as the Colonial Secretary got away from the heated, artificial atmosphere of current party politics, his abilities expanded. He took a broader view of things. He ceased to consider how he might bring off petty "scores" against his opponents. He dealt with matters as they are, not as they appear through the miasmatic air of the House of Commons. Pope gave us a famous phrase about the gifted man who "to Party gave up what was meant for Mankind." We may say of Mr. Chamberlain, reversing Pope's phrase, that during the last three months he has been engaged in devoting to the interests of Mankind those talents which he had hitherto chiefly employed in party conflict. South Africa was calling for a man and a mind greater than any which was at its service. She cried in Mr. Kipling's language:

> "Where my fresh-turned furrows run and the deep soil glistens red,
> I will repair the wrong that was done to the living and the dead;
> Here where the senseless bullet fell and the barren shrapnel burst,
> I will plant a tree, I will dig a well, against the heat and the thirst."

If the repairing of the wrong has made progress in the past three months (and of that there can be no question), the credit is due to the Colonial Secretary. That is why the nation is united in welcoming him back as a man who has deserved well of his country, and whom his country is proud to own.

And what is the moral to be drawn from this? What is the general lesson we can draw from the particular instance? In a sentence, this: It is not until our statesmen find opportunity to work outside the arena of party conflict that they can show how much or how little they are worth to us. Success in the House of Commons—that "windy, palavering, and imaginary entity," as Carlyle called it—may be due to anything except solid statesmanship. One man is successful because he has a pleasant voice. It is no exaggeration to say that Mr. Balfour owes his position just as John Bright did, chiefly to the fact that his tones fall gratefully upon the ear. Another is successful because he can get up a good agitation by persistently overstating his case. A third may owe his prominent position to the fact that he has a good cook. It would be hard to name a single man who ever won a leading position in Parliament by statesmanship alone. That "solemn Convocation of all the stump-orators," to quote Carlyle again, is not to be beguiled by anything but stump-oratory.

That, it is true, is a line in which Mr. Chamberlain shines with the best. He made his way to the front by reason of his powers in debate. He kept his position through a period of storm and stress because he has the dialectical skill which appeals to the House of Commons, and therefore (though in a less degree) to the electors. The electors are influenced not so much by their own personal liking for dialectic, as by the fact that a man has an influence in the House. Still, it comes to the same thing; the same worthless gift serves both inside and outside the walls of Parliament. It is limited in its effect, however. So long as a man wins his way by this gift, he can only be a popular party politician of the stump-orator class. That Mr. Chamberlain has been for a long time past. But his capacity is very far beyond that of the Parliamentary stump-orator pure and simple. Many of us suspected it. Now at last he has had an opportunity to prove that we were right.

• • •

NOT FOR THE BRITISH NAVY.—Some time since, the *Morning Post* reported or asserted that the Liberian Republic had offered to the British Government facilities for establishing a coaling station at Monrovia, and feared that the offer was not likely to be repeated. There seems to be no certainty that it was ever made, and it is not quite clear that we have any necessity for a coaling station in that quarter. American papers tell us that the offer was to the United States, and it is known that the "San Francisco" surveyed the place, and indicated a site. The *Liberia Recorder* says the Liberian Government would gladly make any concession which would bring it into closer relationship with the United States. Are they not twin republics? The statement has been warmly welcomed, and evokes the response from ardent Americans that Liberia is "morally, at least, a sort of ward of the United States." An interesting side-light, this, upon the method of growth of a World-Power.

• • •

"SOLDIER."—I am sorry to have delayed answering your question before, but it has required a good deal of research. Perhaps the following passage from the *Times* of January 16, 1871, will supply you with all the details you need: "We have to record to-day the death of a gentleman, long and well known in military circles and also among men of business, Sir John Kirkland, the Agent-General for the Recruiting Service of the United Kingdom, and Receiver-General of Crown Rents for the County of Middlesex. Sir John, who was in the seventy-fifth year of his age, was the eldest son of the late Mr. John Kirkland of Glasgow (a local magistrate), by Sybilla, sister of the late Sir Alexander Mackenzie of Avoch, Ross-shire, N.B., and was born in the year 1796. He received the honour of knighthood at Her Majesty's Coronation in 1838, and was for many years in the Commission of Peace for the Counties of Middlesex, Kent, and Hertfordshire. Sir John was twice married, first in 1819 to Augusta Elizabeth, eldest daughter of the late Major-General J. A. Vesey, who died in 1824, and secondly to Louisa, fourth daughter of the late Mr. Charles Bishop of Sunbury, Middlesex, who died only a few months since." THE EDITOR.

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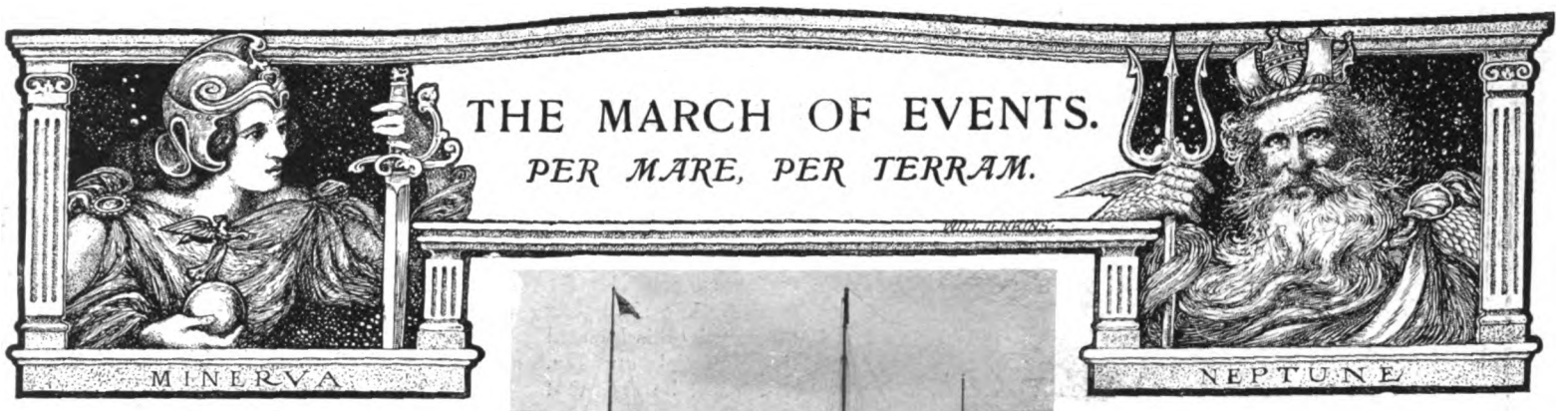
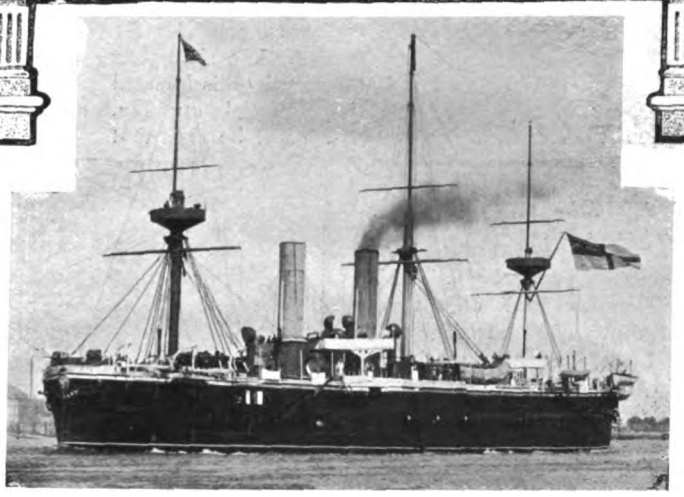


THE GREAT GALE.—The furious gale which raged over this country at the end of last week wrought more damage to vessels of the Royal Navy than any previous storm of late years. From the French ports, Havre, Cherbourg, Brest, also come tidings of great havoc, and unfortunately serious loss of life. At Barrow the Chilian battle-ship "Libertad," the cruiser "Niobe," and a steamer got adrift, and at a time when the wind-speed was registered at seventy-five miles an hour, and but for the timely bravery of some men who jumped overboard from the "Niobe" and swam to the dock wall with ropes, to moor the vessels, very serious harm might have come to all three. But by far the most perilous time of any was spent by the "Resolution," which, on her journey from Holyhead to Plymouth to join the Home Squadron at Portland, met the full force of the gale, and arrived at the Western port having broken her rudder, and steered only by her screws.

THE LADYSMITH DINNER.—The second anniversary dinner of the relief of Ladysmith was celebrated by about one hundred of the defenders on Friday night last. Sir George White, who had been over here to give evidence before the Royal Commission, was not able to be present. His place was taken by Sir Archibald Hunter, who, it will be remembered, had been his Chief of the Staff during the siege. The dinner is said to have been a very jolly gathering, owing to the fact that after the official speech programme had been gone through, various officers were called upon to say the customary "few words." One of these—and the one who was most applauded—was Sir W. G. Knox, K.C.B., who had been known in the siege as "Nasty Knocks." The General began his speech: "I understand that I was the best hated man in Ladysmith"; a remark which nearly brought the house down.

A CLOUD IN THE FAR EAST.—Unfaltering is the march of Russia to her object in the Far East—the command of the China Seas. Already her fleet is stronger than our own—six battle-ships, all modern, to our four, eight modern cruisers equal to our own, twelve destroyers to our three. Several of the battle-ships and cruisers now completing are to go out there, and two battle-ships of 16,000 tons are about to be put in hand for the station. Six more destroyers will be added from Europe, and several others are building at Port Arthur. That port has become an impregnable base, and possesses every resource for the building and repairing of war-ships. France has a respectable force ready to join her ally, and even with Japan on our side, we cannot claim equality. These are facts that point unmistakenly to the strengthening of our China Squadron. The danger is not imminent. Russia is not yet ready, but the cloud is on the horizon, and the political barometer in Europe may foretell the bursting of the storm. It will not do to await that hour. Now is the acceptable time for preparation.



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THE "ALEXANDRA."

Which is to be stationed at Cowes as a Naval cadets' training-ship.

THE MOVEMENT IN SOMALILAND.—Brigadier-General Manning is a man of such vigorous activity that it is not surprising if he chafes under the continual alternation of hope and delay which has characterised the recent preparations in Somaliland. Some weeks ago an important reconnaissance was carried out by General Manning's gallant and capable lieutenant, Colonel Cobbe, and now a flying column has gone forward towards Galkayu Wells, under the command of General Manning himself, with the object of converting the Wells into the chief depôt of supplies. The march is still supposed to be preliminary to "that forward movement which," says Reuter, with superfluous elaboration, "will be ultimately set in motion when the main advance begins," but there are those who will not be surprised if such a distinct step forward, with the chief officer of the expedition leading, leads to something a little more dramatic than the mere establishment of a supply depôt.

Photo. *Hdsby.*

AT THE R.M.C., KINGSTON, CANADA.

Battalion sergeant-major of cadets in winter dress.

A ROLL OF HONOUR.—Last Saturday an interesting ceremony took place at the headquarters of the Queen's Westminster V.R.C. when a tablet containing the names of some three hundred officers and men who had served in the South African Campaign was unveiled by the Earl of Hardwicke, Parliamentary Under-Secretary of State for War. Among the visitors were Major-General Jelf, C.M.G., Captain Jessel, M.P., Colonel Fludyer, C.V.O., and the French and Japanese Military Attachés. Lord Hardwicke referred to the responsibilities which the Volunteers had undertaken, and to the spirit displayed conspicuously by the Volunteers of Westminster. They had sent a full company to the C.I.V. three companies to the King's Royal Rifle Corps, and smaller contingents to several other battalions. After the memorial was unveiled, the prizes won by members of the regiment during the year were presented by Lady Helen Vincent, sister-in-law of Colonel Sir Howard Vincent, A.D.C., M.P., officer commanding.

OUR SUPPLEMENT.—This week we present with the NAVY AND ARMY ILLUSTRATED a supplement illustrative of the Channel Squadron *apropos* of the appointment of Lord Charles Beresford to the command of this section of Britain's Home Guard. Everyone takes an interest in the gallant Admiral who is now vacating his seat in Parliament in order to step on to the fighting-bridge of the "Majestic." Everyone is interested also in the seamen of the King, and the huge structures of steel in which they serve the country, and are ready at the word of command to do or die.

THE "SICK MAN" OF THE WAR OFFICE.—It is very distinctly stated by those who know Mr. Brodrick that he is much depressed by the attack which last week saw upon his Army system. Although he left the House after his defence more or less in a jubilant spirit, yet it has now dawned upon him that the sense of the nation is against him. One can understand this despondence since, whatever may have been said against Mr. Brodrick's scheme there is no dissenting voice to the belief that he has been sincere himself. This blind sincerity is probably responsible for his approaching downfall. It is cited that he will be offered the Vice-Regality in India. How far this is true, or mere popular surmise, it is, of course, impossible for anyone to say. But I under-

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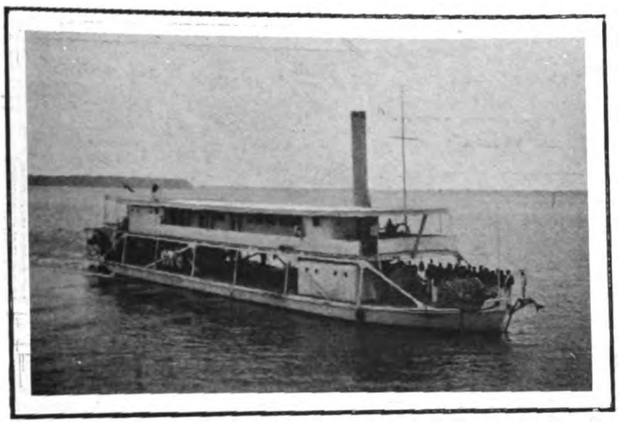

IMPERIAL WEST AFRICA.
Stern wheel steam-ship "Empire" on the Niger.

stand that there are a considerable number of applicants desirous of taking it over from George Nathaniel. It is said that the Dukes of Marlborough and Westminster and Lord Stanley have evinced great interest in the East lately.

CANADA IN ARMS.—Lord Dundonald, who made such a name for himself as a brisk cavalry leader before Ladysmith, and who has been for the last seven months in command of the Canadian Militia, has pleasantly delivered himself of the opinion that the guns now supplied to the local Garrison Artillery ought to go to the scrap heap. What is more to the purpose, he has persuaded the Dominion Government to buy sixteen modern guns, and when these have been delivered we may expect to see further specimens of up-to-date ordnance installed very shortly; for rearmament once started generally proceeds by leaps and bounds, and Canada has no need to look twice at a dollar before spending it. Another excellent scheme put forward by Lord Dundonald is the establishment of a large central camp of exercise for all arms, an institution specially valuable where there is but a skeleton standing force of permanent troops.

THE INTERNATIONAL RUGBY.—A decisive stage in this game was reached last Saturday when Scotland defeated Ireland. As the men of the North have already disposed of the Welshmen, who in turn beat England very easily, they cannot possibly be beaten, and the worst that can happen to them is that they may have to divide the honours with either Ireland or Wales. But unless England can put a much stronger team in the field and one in which the combination is better the chances seem to be all in favour of the Scots when they meet their Southern rivals at Richmond on the 21st of this month. It has been pointed out before that England draws her Internationals from a greater number of clubs than either Scotland, Ireland or Wales, and consequently the players have not the same chances of becoming familiar with the individual tactics of each member of their own side, which is the real secret of every perfect combination; this probably to a large extent accounts for England's lack of success. It is not to be supposed for a moment that as good a fifteen could not be picked in England as elsewhere, but they require more practice together before they can possibly understand each other's play. The game between Ireland and Wales at Cardiff on the 14th is certain to be an exciting one, as there is very little difference between the opposing teams so far as can be judged from their past form.

COLONEL WHETHERLY'S FUNERAL.—A very impressive military funeral was that of Colonel W. Whetherly, lately commanding the East London (Tower Hamlets) Royal Engineers (Volunteers). The deceased officer, who died at Algiers in January, was held in the highest esteem by all ranks, a fact which was clearly shown by efforts made by every member of the corps to attend his funeral at Brompton Cemetery on Saturday. Colonel Whetherly was gazetted to the East London R.E. (V.) in 1880, and so rapid was his promotion that he succeeded to the command in ten years. During the year 1900 he saw a good deal of service in South Africa, and received the medal with three clasps. Colonel Whetherly's only son is an officer in the 7th Dragoon Guards. Major-General Sir A. E. Turner, Major-General Webber, Colonel Pitt, and a very large number of other officers and friends of the deceased attended the funeral.

OUR LEADER IN SOMALILAND.
Brigadier-General Manning, Commanding the Expedition against the Mullah.

AT THE BOATING EXHIBITION
Opened at Earl's Court last Saturday.

"SURRENDERED OFFICERS."—The question which Sir Charles Dilke asked in the House last week with regard to the question of surrenders, is one which may develop some further unpleasantness for Mr. Brodrick. Mr. Brodrick, in reply to the question as to how many officers had been reinstated after they had been dismissed the Service by the finding of a Court-martial, answered that there was only one case, and that the particular officer was reinstated because the Court-martial was found to have been illegally formed. We shall hear more of this illegal Court-martial question, and it will be right that Mr. Brodrick should hear more. This Court-martial was quashed on a quibble. One of the officers who composed the Court was an Imperial Yeoman, and he had not, as a Yeoman the requisite three years' service required by the regulations. Sir Francis Jeune, therefore, quashed the finding of the Court, oblivious of the fact that this particular Yeomanry officer had previous service as an officer in the British Cavalry. It will be interesting to see how Mr. Brodrick will explain to the House the relationship of all parties concerned in this case.

THE USES OF VENEZUELA.—If President Castro had not proved an unreasonable person, and if the German Emperor had not undertaken to teach him international manners, giving to President Roosevelt new occasion to proclaim that inevitable Monroe Doctrine, we may be sure the United States' ship-building programme of the year would not have been what it is. When the plans for the year were first put forward, no battle-ships were proposed. The provision of officers and men was thought enough. Then came Venezuela, and the declaration of the President in favour of material expansion, on the ground that only by possessing force could the Monroe policy be maintained. Two battle-ships were therefore projected; but when the Naval Appropriation Bill took shape in the House of Representatives, it included three vessels of the class, besides a couple of large armoured cruisers, and so strong was the feeling in the Senate that the number was increased by that body to four. There has been a lull in American ship-building, but this vote is an indication of coming rapid expansion, probably equalling our own. An obvious reflection is that the Kaiser has accomplished some things he did not contemplate. He helped to drive the "entering wedge" for a consistent increase in the ships, officers, men, and docks necessary for the United States.

BOILER TRIALS.—Competitive boiler trials are to take place between the "Medea" and "Medusa," the "Hyacinth" going to the West Indies.

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TYPES OF THE KANO EXPEDITION.
Mounted Infantry of the West African Frontier Force.

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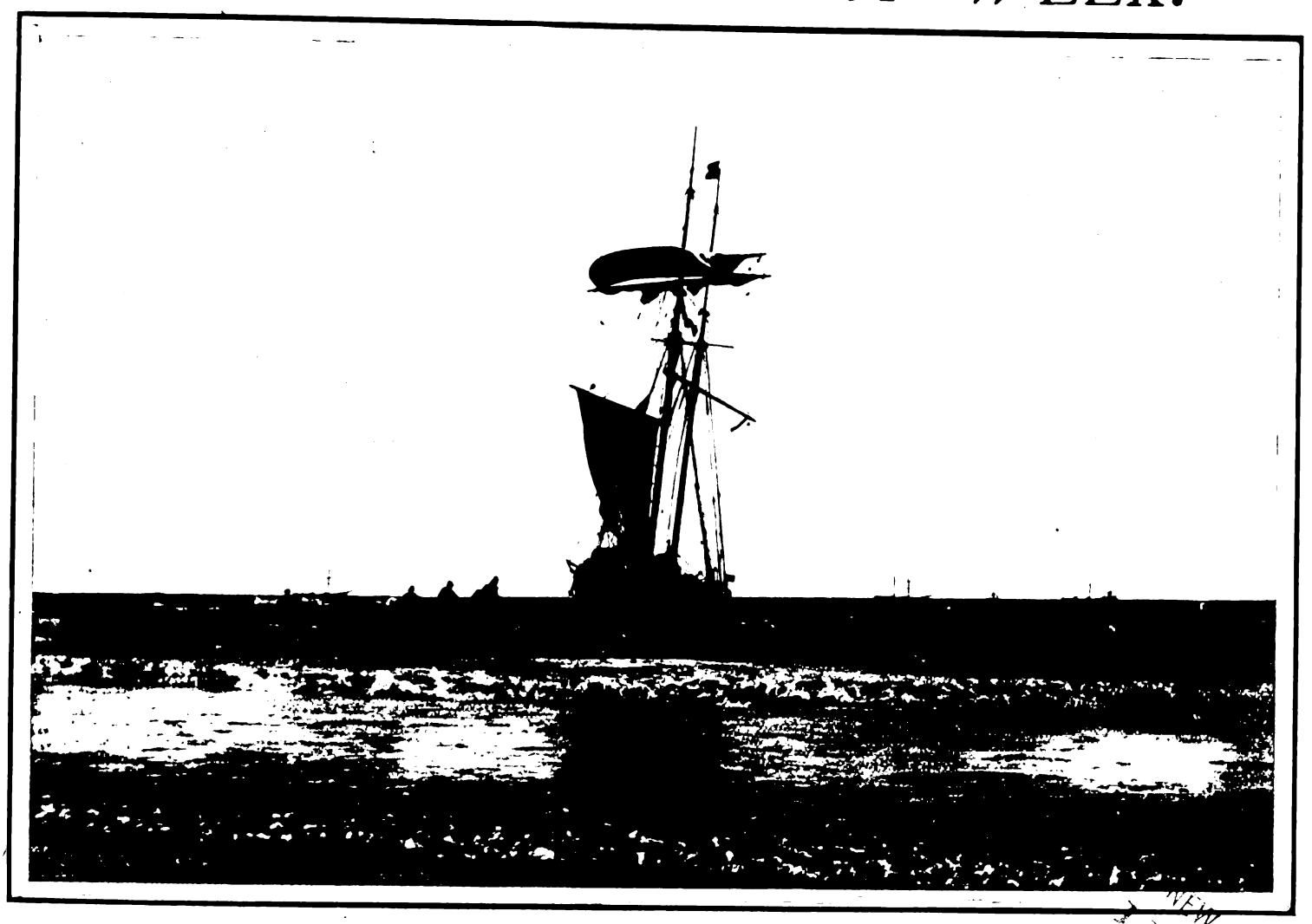
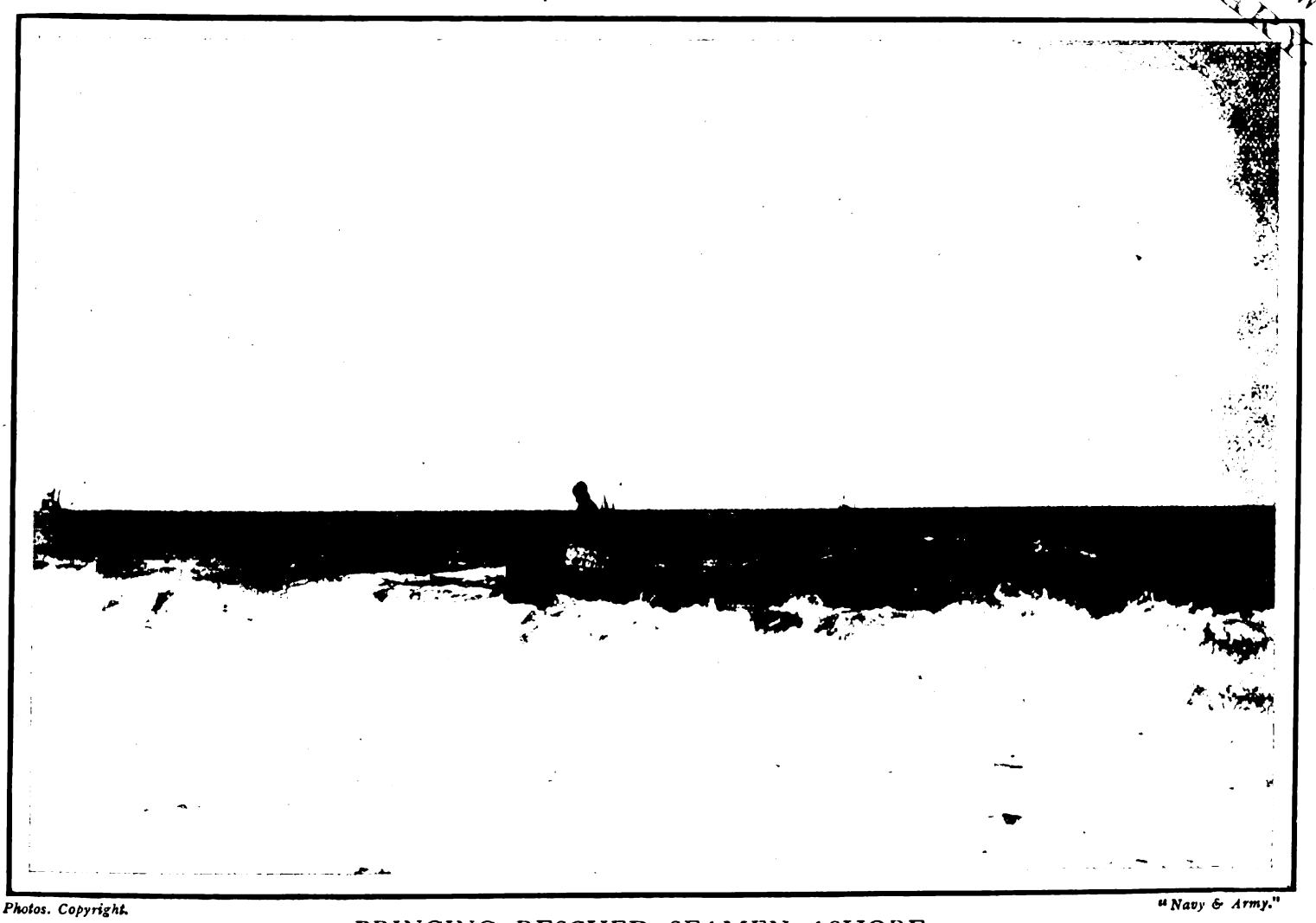
THE GALES OF LAST WEEK.



ASHORE ON THE NORTH SAND.

The lifeboat approaching a wreck on the dangerous shoal.



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BRINGING RESCUED SEAMEN ASHORE.

The lifeboat returning ashore on the top of a billow.

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THE . . SEA-POWER OF THE NATIONS.

A Record of Policy and Progress from Week to Week.

A VALUED and humorous correspondent, who writes from Ontario, desires through these pages to express his "most profound sense of warmest gratitude and fervent thankfulness," and not only that, but his "humble congratulations and very great gladness," at the news that the later vessels of the Royal Navy are to be endowed with heavier striking power than their predecessors. "Nanibojou's" letter is one of those which are peculiarly welcome to the writer of these notes, who asks that his friends throughout the world will at any time favour him with kindly suggestions, so that from closer intercourse may arise a sustained effort towards making the fighting services of the Empire a real bond of Imperial union. This Canadian correspondent protests against the view that cruisers will never fight unless "it is a very soft job"; and not less against the idea that cruisers must be "mailed in the armour of knighthood, rather than as the Norman archer, light, mobile, effective, searching, and terribly and suddenly devastating." He enters upon thorny and disputed ground when he likens the wide movements of cruisers to the sudden and continuous advance of "far-sweeping columns facing the enemy amid the bleak and inclement conditions of the lonely, trackless, and eerie veldt." But there is convincing truth in his broad contention that, when we have provided such an army as we know we cannot do without, and such a number of battle-ships as we require with attendant flotillas, then we must devote every remaining farthing of national insurance to the building of swift and powerful cruisers. His is a plea for cruisers, and all experience shows that they are more than ever a necessity to fighting fleets.

North Sea Faddists.—Those energetic gentlemen who are stricken with the German nightmare had not all the courage of their opinions when they recently assembled to urge the Admiralty to establish a squadron in the North Sea. They went away having barely alluded to the subject that brought them together, and a gallant admiral who came to curse departed giving them his blessing. The one thing needful is that we should possess the ships, with the officers and men and all things necessary for their efficiency. Their actual distribution and location may then very well be left to the Admiralty, whose business it is to see that they are where they ought to be. That the Board is not careless of such matters is sufficiently evident to all who have watched the gradual strengthening of squadrons, and the rise of the Home Fleet from a condition of almost complete uselessness to the state in which it is to-day, with the promise of becoming a most valuable arm of defence to-morrow. The Home Fleet is, in fact, the best answer to those who talk about a North Sea Squadron. It can offend no one, as a North Sea Squadron certainly would, and will complete our Home defensive organisation.

A Fighting Admiral.—At the head of the Home Fleet is to be a most trusted and experienced officer and an admiral who will be able to give all his attention to the duties of command, not being, like his predecessors, saddled with any responsibility for the Naval Reserves, which constitutes a business quite enough in itself. Sir Arthur Wilson stands as high as any man in the estimation of the Service as a leader, and has few compeers. Bold alike in strategy and tactics, an organiser of great powers, with complete control of his resources, he is unsparing of himself and an inspiration to others. He has been admirably described as the very type of a fighting admiral. His bearing in responsible situations is based upon personal courage of the highest order. He won his V.C. in Egypt for an act of gallantry which Sir Redvers Buller described as one of the finest he had ever witnessed. It was at El Teb, in February, 1884, when the Dervishes broke the square, and Captain Wilson, then on the staff of Sir William Hewett, was surrounded by five or six of the enemy. In the hand-to-hand conflict his sword was broken, but he continued the struggle with the hilt or his fists, and by a miracle kept his assailants at bay until he was relieved. The strong and capable individuality of the gallant officer, displayed in his successive commands, wherein he has carried those under him far on the road to perfection, marked him out as the very man to impart to the Home Fleet the unity of character and training which will place it on a level with the Channel Squadron. It is stated that the manœuvres in home waters will be resumed this year, and never will they have been so interesting as when those two strong men, Sir Arthur Wilson and Lord Charles Beresford, meet in the encounter of skill.

The Russian Naval Chief in the Near East.—The Russians are now certainly far more powerful in the Black Sea than at any previous period of their history. They have made that sea a veritable Russian lake, and have even wrung from Turkey the right of passing war-ships through the Dardanelles. There have been grave scandals at the ports, but these have been severely repressed, and now a Russian of the Russians, in the person of Admiral Skrydloff, has been appointed to the Black Sea command. The intention is to bring the fleet in the Euxine to a state of complete efficiency, and the new Commander-in-Chief is one of the most capable of Russian flag officers. On several occasions he has taken a very decided line of action, showing him to be a man of initiative and decision. He gave evidence of statesmanlike qualities at the time of the Cretan troubles, and has more recently, during the Boxer outbreak, distinguished himself by firmness and excellent power of command. The Russian papers are therefore justified in regarding him as a tried leader, and they do not fail to point out the significance of his appointment at the present critical time. His predecessor, Vice-Admiral Hildebrand, had made full preparations for immediate action against Turkey, and a perpetual threat is held out of landing in force in Asia Minor. A plan complete in every detail has been prepared for transporting 200,000 men to the Turkish shores. These hostile preparations will not lose anything of their edge or keenness in the hands of the new Commander-in-Chief.

Our China Command.—On the station which Admiral Skrydloff lately left our interests are watched by one of the finest intelligences in the British Navy. Vice-Admiral Sir Cyprian Bridge is a seaman of rare endowments, whose opinion commands the fullest confidence at the Admiralty. It is no secret that it was upon his advice that Wei-hai-Wei was abandoned as a fixed advanced base, and few will now question the soundness of the judgment, however much the wisdom of the selection of the place, originally so much belauded, may be impugned. No living officer of the British Navy is so completely imbued with the teachings of history as Sir Cyprian Bridge, and one of its plainest lessons is that if we disclose our purposes our enemy will most certainly do his best to counteract them. Hence the ill-judgment displayed in advertising Wei-hai-Wei as our advanced base for operations in northern Chinese waters. Whatever Sir Cyprian Bridge has written—and he wields the pen of a great historian, though few recognise his hand—shows the clearest strategic insight, and a power of applying the lessons of the past to the present day which is rare. Never was a sounder lesson drawn from history than in his chapter in the "Naval Annual" two years ago, wherein he delineated the effect of peace training upon war conditions—the growth of formalism and professional self-sufficiency, clothed in the vesture of pedantry and specialism. He declared that opinion in the Navy needed to be led to question the soundness of the basis upon which many present things are rested, and it is known that since he went to China he has devoted himself assiduously to the removal of what he described as the "canker of a long peace."

The Second in Command.—A different type of man entirely is the second in command in China—Rear-Admiral H. T. Grenfell, C.M.G.—a man of action, to be depended upon for loyal support and the striking of heavy blows. When captain of the "Benbow" he plunged overboard in his uniform in order to save a drowning boy. In the Cretan troubles so commanding was his presence and so decisive his action that he received the sobriquet of the "King of Candia." He is proficient both with gloves and foils, and a duel with a Frenchman is said to stand to his credit, ending with an excellent compact of life-long amity. The admiral's career has indeed been rather full of incident, and British interests will suffer nothing in his hands.—JOHN LEYLAND.

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ON THE LOOK-OUT.

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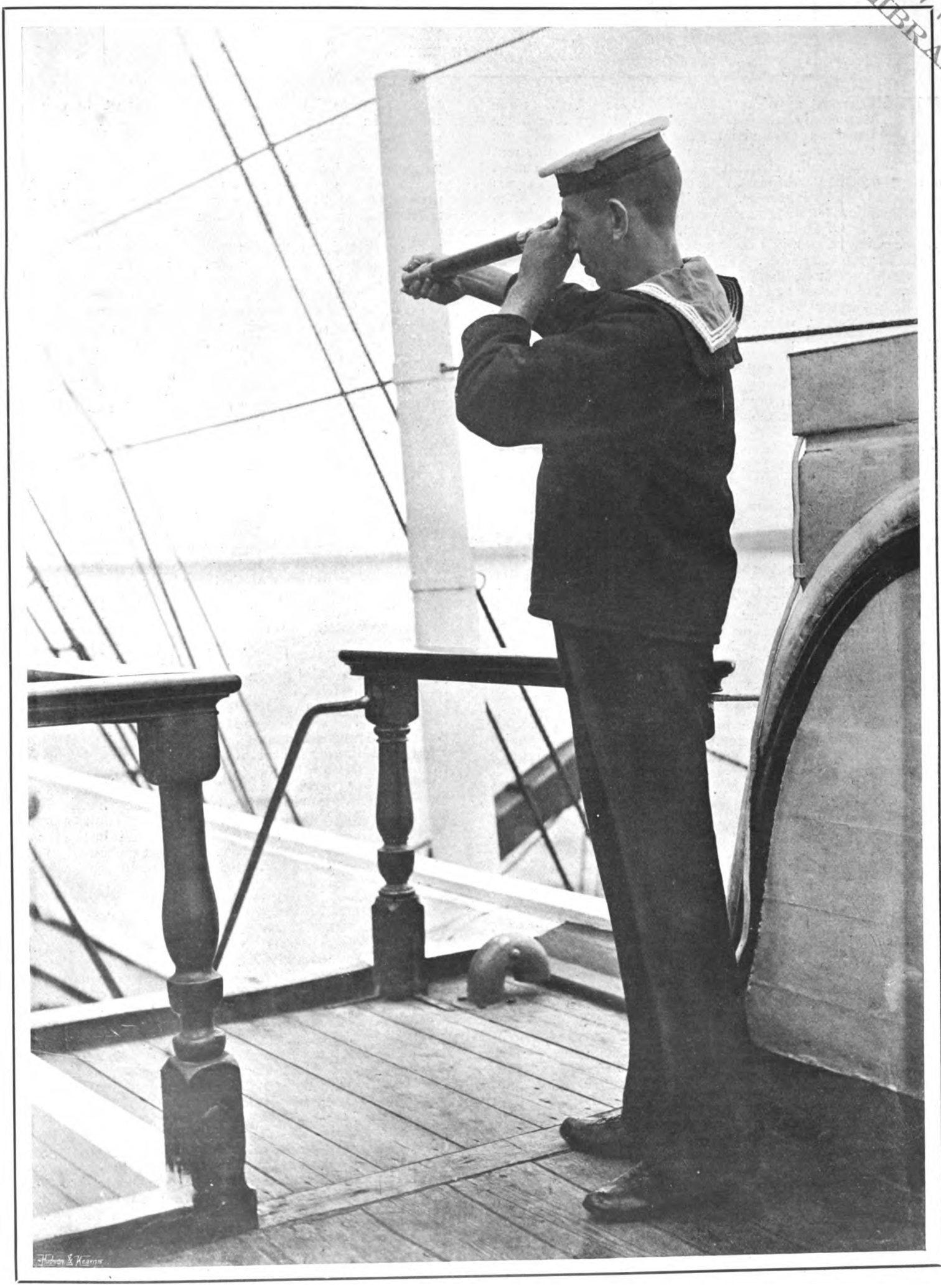

WATCHING FOR A SIGNAL FROM THE FLAG-SHIP.

Signalmen have been aptly called the eyes of a ship, and such indeed they are. They must at all times keep the brain, *i.e.*, the executive officers, informed of what is going on around, whether it be a stranger coming on board, a vessel entering port, the whereabouts of a boat, or even any unusual movement ashore or afloat.

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ROUND THE MILITARY CLUBS.

What Soldiers are Thinking, Saying, and Doing.

By RANGE-FINDER.

THE recent appointment of Sir R. Hart, V.C., to the command of the Thames District, brings to a home district command an officer who has served with considerable distinction in India. Sir Reginald, next to Brigadier-General Grierson, is perhaps the most strikingly decorated officer in the British Army. He carries decorations on both breasts. On the left of his tunic are the ribands which denote his many services, Afghanistan, Burma, the Frontier of India, Egypt, etc., headed by the Victoria Cross, which he won in a most gallant manner as a subaltern in the Afghan Campaign. But he has also several other life-saving decorations which he carries on the right breast of his tunic. He was awarded the silver medal by the Royal Humane Society for saving the life of a Frenchman at Boulogne-sur-Mer, which act was also recognised by the French Government, the President of the Republic presenting him with a Medal of Honour of the first-class. A second act of gallantry performed while he was in India brought him a clasp to his Royal Humane Society's medal. Although three other officers in the Army who have won the V.C. also wear life-saving medals, yet General Hart is the only brave man who has thus had three opportunities of putting his courage to the test.

Sir Reginald Hart in Action.—Sir Reginald is a brother of General Hart-Synot, the hero of so many anecdotes during the tenure of his command of a brigade in the Natal Field Force. Nor are there fewer anecdotes relating to Sir Reginald when he likewise was a brigadier with the Tirah Field Force. He was then known in his brigade as "Hannibal" Hart; he acquired this title by the same reasoning as brought to his brother the pseudonym of "Third-class shot." His extraordinary courage, and self-control when under fire, brought Sir Reginald into many curious incidents. The one which is most marked on the writer's memory is that told of him when he was in the Waran Valley; he was busy extricating his brigade from some awkward predicament, and stood personally directing the fire of the rear guard. A party of Afridi marksmen had noticed the little knot of officers and were rapidly picking up the range. Their bullets were hitting nearer and nearer the General and his staff, and one of his staff officers, not liking the situation, remonstrated with the General, and told him that they were a target for a posse of sharpshooters. "How interesting!" came the answer. "You don't really mean to say that it is so. It would be a most interesting study to see how long they will take before they make accurate shooting; we should then be able to gauge their quality as marksmen." A reasoning, it is perfectly evident, that had never occurred to his staff, and one which hardly recommended itself to them, since they were part of the target with which the General proposed to experiment.

The Distinguished Service Medal.—Very considerable dissatisfaction is being felt in the ranks of the Army over the new regulation with regard to the Distinguished Conduct Medal. Under the old system, when a man was allowed to have ten lesser entries on his defaulter's sheet, it was difficult enough for many men to arrive at the much-appreciated decoration. Now that the "latitude" has been so much curtailed the decoration will become extremely rare. It is true that this will enhance the value of the medal; but it does not follow that because a man has ten entries on his defaulter's sheet he is unworthy of the stamp of character which the winning of this medal implies. Those who have knowledge of a soldier's life know how difficult it is to keep clear of minor faults in the tied road of discipline, and how it is almost impossible for a high-spirited young man not to get into occasional trouble of a minor kind which, though not a crime, will bring a reprimand. As a well-known schoolmaster once said, "I would not give a jot for a 'good' boy—they never make men!" So might one well say of the soldier-man. On the other hand, when men see the almost impossible task which is set them, they will not make the effort which, in the case of ten reprimands, they might have made to secure the badge of honour.

Sir Redvers Buller before the War Commission.—The recently published *résumé* of evidence before the Royal Commission enquiring into the conduct of the war is instructive reading to those who have taken more than a superficial interest in the late war. In the first place, it is perfectly evident that there are two schools of soldiers now in office. We might almost say that thinking soldiers are divided into "progressive" and "non-progressive" factions. But this will furnish a theme for subsequent discussion. At the present moment the most interesting disclosure, to my mind, is the further self-condemnation from Sir Redvers Buller's own lips. Sir Redvers deliberately states before this Commission that the army with which he took the field in South Africa was not prepared for war. In this I am in agreement with him. But I hardly expected the statement to be made by Sir Redvers himself, since, for the two years previous to the war, he was responsible for the training and efficiency of the First Army Corps, and for the five years previous to his taking over the command at Aldershot he had been Adjutant-General of the Forces, and, as such, responsible for the whole system of training appertaining to the Army. Thus the deplorable result of our initial attempt in South Africa appears to have been directly due to Sir Redvers' own influence on the army there employed.

The Army Corps Scheme.—The serious attack which I foreshadowed in these columns when I discussed Mr. Winston Churchill's recent speech has come with the opening of Parliament. By way of preparation for this pending attack the War Office published a reputed statement of the existing distribution of the six Army Corps which comprise Mr. Brodrick's Army Corps Scheme. This makes a very imposing document, and doubtless to the mind unpractised in the shuffling process of Pall Mall a very convincing one. But if one has time to study what the War Office schedules under "troops available," a very different light breaks in upon the vision. To render his scheme adequate in its supply of regular infantry, Mr. Brodrick requires seventy-seven battalions of infantry. Against this his published statement shows sixty-one battalions available—a rather important shortage, even if these available battalions were in the country and properly distributed in their correct Army Corps areas. But they are not, and cannot be until such time as the South African garrison is reduced to the normal twelve battalion garrison allotted to it. If this country is willing to sit down and endure a scheme which reckons under the head of "available" an Army Corps with some of its component parts in Africa, others in the Channel Islands, others in the West Indies, and a portion along the Mediterranean littoral, then Mr. Brodrick has a scheme. But a divided First Army Corps, no! Let us have it in Africa or England, or anywhere, but let it be an integral undivided unit.

Sir Richard Westmacott.—This year will see another very distinguished Indian General transferred to the unemployed supernumerary list—a list from which there is no return. Sir Richard Westmacott will have to pass into the ranks of the unemployed under the age clause on the termination of his command at Mhow. Sir Richard has had a most extraordinary military career. He first saw service with the Bombay Army in the Jowaki Campaign, and then was seconded for employment with the police. For sixteen years he did no military duty, and he only returned to the Army in a moment of pique at some pension quibble. He was posted to the 28th Bombay Pioneers, and almost immediately went on service both in Egypt and Afghanistan. He was present at McNeill's Zeriba. Then he commanded his battalion in the Chin-Lushai Expedition, which at the time was considered simply a road-making campaign. His brigadier was invalided, and as the next senior he got the command, and proved his fine quality as a military leader. Then came the Mohmund and Tirah Campaigns, and the world learned what a really sterling brigadier he was. The only regret is that he had no command in South Africa. When in the police Sir Richard was a great shikari and was mauled by a panther. The story is told that he swore that he would kill a hundred of the brutes as a return; when the writer knew him he had killed over seventy. In spite of the injury to his left arm through his misadventure with the panther Sir Richard is a well-known figure with several packs of Indian hounds.

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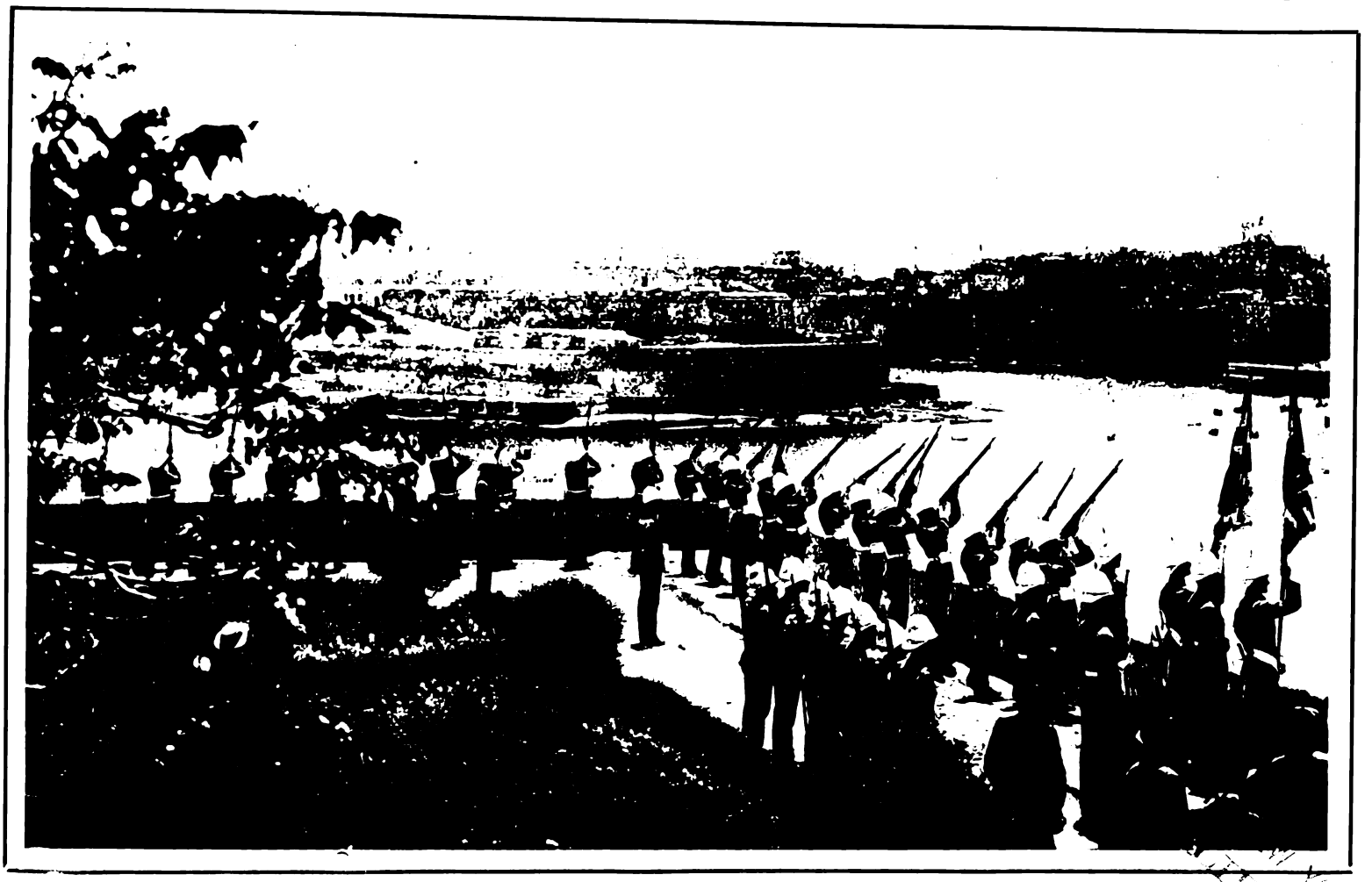
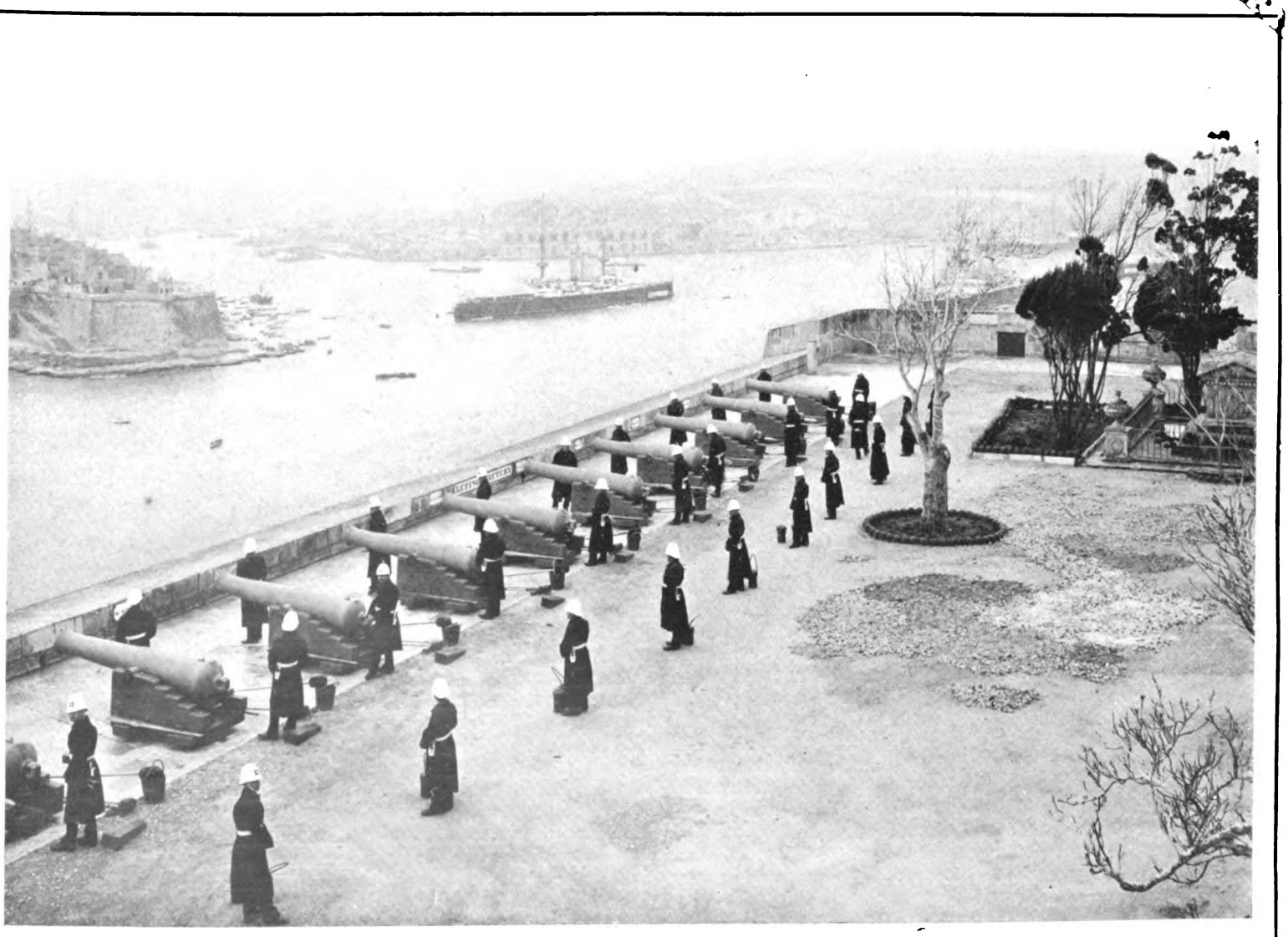
THE GARRISON AT MALTA.



FIRING A FEU DE JOIE.

A ceremony only performed on State and other important occasions.



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SALUTING A DEPARTING SHIP.

A flag-ship leaving the harbour for England to pay off.

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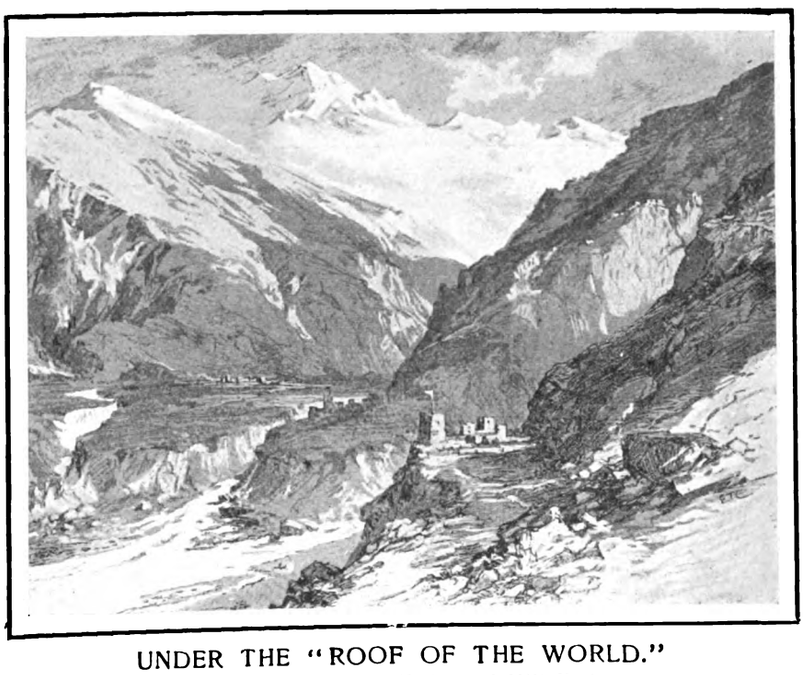
THE BATTLE-ROLL OF EMPIRE . .

I. THE STORMING OF NILT FORT . .

December 2, 1891.

EARLY in the afternoon of December 2, 1891, a little force of mixed Indian troops, about 1,000 strong, arrived within a few hundred yards of Nilt Fort, the first lock to be forced in the mountainous Hunza-Nagar region, which lies to the north of Kashmir, a little below the "Roof of the World." The Hunzas and Nagaris had broken their engagements, and sent in insulting messages to the British Representative at Gilgit; the patience of the Indian Government had been exhausted; and Colonel Algernon Durand, the British Agent aforesaid, had led along the Hunza or Kanjut River 660 Kashmiri Imperial Service Troops, stiffened by some 200 of the 5th Gurkhas, a score of Punjabis, a handful of Bengal Sappers and Miners, and two guns of the Hazara Mountain Battery. With these were about 150 irregulars, Punialis from a neighbouring friendly state, and a detachment of armed Afghan navvies who had been road-making near Gilgit. Sixteen British officers accompanied the force, and two or three civilians, among them Mr. E. F. Knight, the notable war correspondent, in whose brilliant book, "Where Three Empires Meet," is included the standard account of this stirring little campaign.

The task which lay before the Hunza-Nagar Field Force that December afternoon was no light one. Nilt Fort was perched at the end of a ledge overhanging the Nilt nullah which runs just below into the Kanjut River. It was, practically speaking, protected on three sides by precipices, while to the chief gateway there was only a narrow approach defended artificially by a strong abattis of branches. The fort is described as a very rabbit-warren of strongly-built houses, with narrow alleys between, surrounded by a great wall fifteen to twenty feet high, twelve feet thick in most places, and with large square towers at intervals, an outer wall about eight feet high surrounding the main wall being, like it, loopholed for musketry fire.



UNDER THE "ROOF OF THE WORLD."

View of the Kanjut Valley and Nilt Fort.

(From Cassell's "British Battles of the Nineteenth Century.")

The circumstances were not favourable to deferred action. The force had been moving since before daybreak, much of the march had been extremely toilsome, the men's water-bottles were empty, and there was no means of replenishing them, save from the river below, where the force would have been exposed to a murderous fire. Accordingly, the only alternative to immediate attack was ignominious retirement.

The Durands are not the sort of soldiers who hesitate in such cases. The main body of the expedition had barely rounded a projecting spur and come into full view of the fort, when the attack was opened by the advance of the 5th Gurkhas, under Lieutenants Boisragon and Badcock, by short rushes, alternating with brisk fire from such small cover as was available, the defenders making sharp replies from their loopholed walls. Meanwhile, on a bluff at the edge of the river-cliff, a Gatling, and afterwards the two mountain guns, came into action at not more than 150-yds. from the fort, so restricted was the ground space round that little wasps' nest, and so difficult to assail it except at serious disadvantage.

The fort was, it is true, commanded by a height, but it was impossible on that day to get the guns up the steep ascent, and all that could be done was to allow the Puniali irregulars to swarm up and fire down, more or less ineffectively, upon the strongly roofed houses in the fort. A few Punjabis, under Captains Mackenzie and Twigg and Lieutenant Manners-Smith—who won the V.C. at a later stage of the campaign—climbed up with the Punialis, and then, descending on to the fort itself, fired into the loopholes at a few yards' range.

But it soon became evident that, even with this reckless gallantry, an ordinary attack would be unavailing. In an hour little or no impression had been made upon the thick walls of the fort; the enemy were evidently well armed with weapons of precision which they knew how to use, and only the fact that their loopholes were too small saved the attacking force from grievous loss. Finally, Colonel Durand had been wounded in the groin by a jezail bullet, so severely that for some time it was feared that the injury would prove fatal. But, just before this grave casualty had occurred, the gallant leader had realised the futility of the proceedings, and had given the order that the fort should be captured if possible by a *coup de main*.

The manner in which this order was carried out was gloriously typical of British daring nobly backed up by the grit and go of the Gurkhas and other Native troops of the Expedition. The first essential was to blow up the main gate of the fort, in order that the storming party might gain admission. This hazardous duty fell to the Commanding Royal Engineer, Captain Aylmer, who, in the initial stage of its performance, was supported by 100 of the 5th Gurkhas under Boisragon and Badcock. The latter rushed forward to the outer wall, and with their kukris hacked an opening in the abattis of branches. Amid a steady fire from the defenders the three officers and about half-a-dozen men dashed through this opening and forced the wooden gate of the outer wall. Now came a critical moment. Partly covered by his companions, who fired into the loopholes of the main wall, Aylmer, accompanied by his Pathan orderly, calmly placed and packed his gun-cotton at the foot of the main gate and ignited the fuse, receiving as he did so a bullet wound in his leg. Retiring to a safe distance, he and his orderly awaited the explosion, but none came, for the fuse was faulty. With superb courage Aylmer, true to the splendid traditions of his corps, once more advanced to the gate, and readjusted and relit the fuse, this time having his hand terribly crushed by a stone hurled from the battlements of the fort.

That fuse proved effective, and a tremendous explosion rent simultaneously the air and the great gate of the fort. The three officers and their half-dozen followers dashed through the breach, and at once were involved in a hand-to-hand struggle with the desperate garrison. As the Gurkhas outside could not at once find the breach, the situation of the little handful of those who had entered first became terribly critical. Two were killed, and most were wounded, and the advantage gained might have been terribly discounted had not Boisragon dashed out and brought in a number of the men. Then the tide turned. In rushed the little Gurkhas, their faces aglow with the light of battle, and set with eager longing to avenge their slain comrades. On their heels followed the Kashmiri Imperial Service Troops, and the narrow alleys of the fort soon swarmed with the attackers. The defenders fought manfully at first, but the onslaught was irresistible, and gradually the tribesmen began bolting like rabbits from the stronghold, which their chief had boasted he could easily defend for a year or more.

The capture of Nilt Fort was the glorious opening to a notable little campaign, and, if the issue had been otherwise, the results might have been extremely serious. As an individual feat of arms the assault of Nilt deserves to rank high among the valorous exploits which have helped to maintain British prestige or to push forward the limits of British Imperial rule. Officially this was to some extent recognised by the bestowal of the Victoria Cross on Captain Aylmer and Lieutenant Boisragon and of the D.S.O. on Lieutenant Badcock. But no less significant was the impression which the affair created on the native mind, an impression which gained for the gallant Aylmer the title of "bahadur sahib" among men no strangers to the desperate chances of war, and which caused the Puniali Rajah, who from the ridge above witnessed the storming of the breach, to raise his hands and exclaim, "This is the fighting of giants, not of men!"

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The Storming of Nilt Fort in Northern India.

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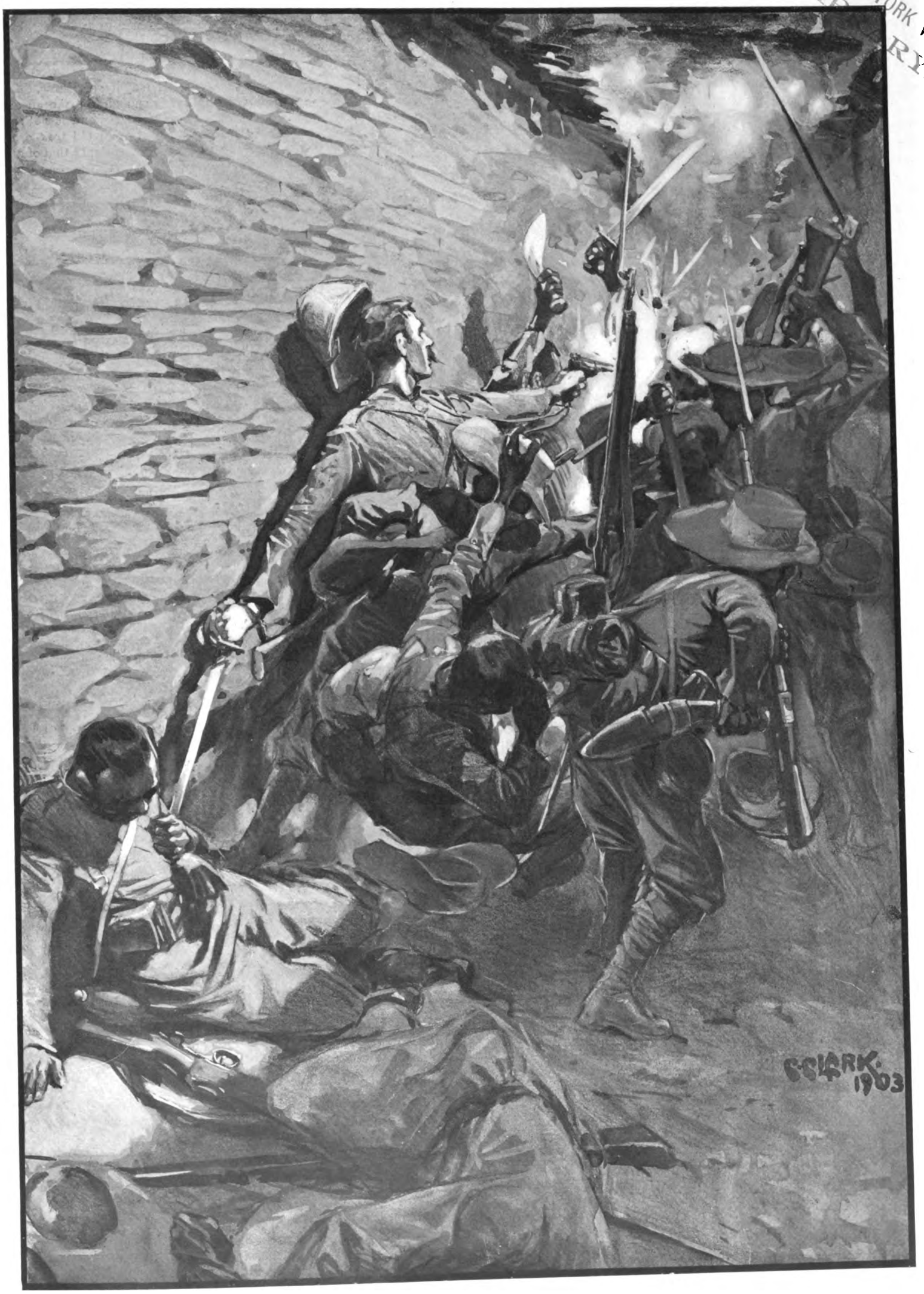

The fort was a perfect rabbit-warren of strongly-built houses, with narrow alleys between, surrounded by a great wall 15-ft. to 20-ft. high, and 12-ft. thick in most places. The fighting depicted here took place after the gate had been blown up by Captain Aylmer.

Drawn for "Navy and Army Illustrated" by C. Clarke.

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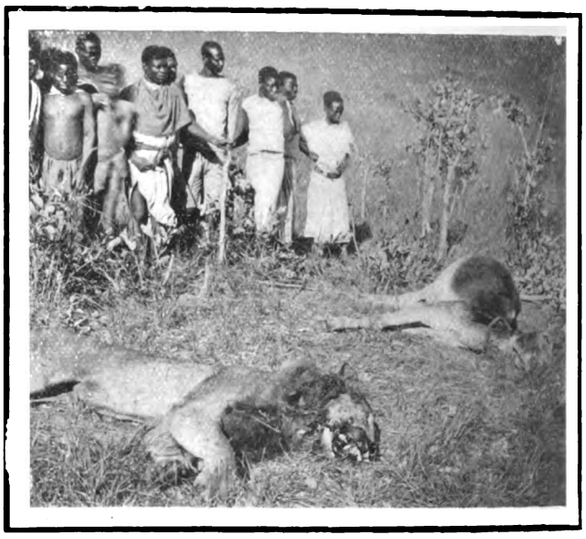
SPORTS AND PASTIMES.

Fox-hunting in 1902-3.—The hunting season which is rapidly drawing to a close has so far been one of the best for many years. The winter has been so open that it would be hard to name any country where it has not been possible to take hounds out at least one day in every week. The cold wet spring did not affect the cubs much, as they had not left their nurseries before the milder weather came on, and in consequence the litters were large and healthy. Mange, that terrible scourge of the vulpine race, has not been rampant this year, in fact, only a few isolated cases have been recorded. That mysterious, but most important, factor to the huntsman, scent, has been very much better than usual, and the consequence of the combination of all these favourable conditions is, that many epoch-making runs have been made. For a generation at least some of them will provide a subject for discussion after dinner. Whether the Quorn changed foxes in the great fifteen-mile hunt, and how many minutes it took from point to point—these are questions that will never be settled, but which afford unlimited pleasure to those who took part in the day's sport. The prospects for next season, so far as we can see, are equally good; the stock of foxes left is likely to be ample, although a greater number than usual have been killed. The survivors are undoubtedly the fittest, and, therefore, if there is any truth in Darwin's theory, they will in all probability beget stout foxes to provide good sport next year.

The English Cup.—For so long have counties north of the Trent held the supremacy in Association football, that it comes on us quite as a surprise that Southern teams should stand a chance of bringing that most coveted trophy home with them. But this year it is not at all improbable that such may be the case. The Northern and Midland counties first adopted the practice of paying large salaries to professional players, and are capable of defeating them at their own game. In any case, the struggle for the cup will have more interest for the Londoner than ever before. Such healthy rivalry can only be for good in the end.

A Keeper's Work in Spring.—Now is the time when the value of a really good gamekeeper is most felt. After the shooting is all over, the average keeper thinks he is justified in taking things easy until the nesting season begins; but there can be no greater mistake. In the first place, this is the time of year when vermin of all sorts should be most ruthlessly hunted down, principally because any vermin which survive will, in a month or two, multiply themselves fourfold. Again, there is no time in all the year when trapping is more successful—food is scarce, and bait is a very great temptation to the starving stoat or the prowling cat seeking a meal. There is very little cover also wherein the keeper's enemies are concealed from his ever-watchful eye. Perhaps the most important point for the keeper's consideration, however, is, that the coverts should be absolutely undisturbed, so that the birds may regain confidence in the security they afford before the nesting begins. Another matter which occupies a good deal of his time is the looking out for foster-mothers for the early clutches. Broody hens are not easily found early in the season, as they are as valuable to the poultry raiser as to the game preserver, and the whole country-side has to be searched to find them. Altogether, spring cannot be said to be the keeper's idle season.



LION KILLED AT FORT JAMESON.

The natives were delighted at the death of their enemy

The Lion and Ass.—How often are those two widely different animals contrasted in fable and story, and it is a curious thing that donkey-flesh seems to have a peculiar attraction for lions. It may be, of course, that the donkey is quite big enough to make an ample meal for the king of beasts, and is not such a formidable antagonist as an old trek ox. Be that as it may, there is no doubt that of all the animals surrounding a South African camp, a donkey most frequently falls a prey to a hungry lion. Our illustration shows how the death of one of these patient, hard-working beasts of burden was avenged. The scene was laid at a mining camp near Fort Jameson, Rhodesia. The animals were all quite close to the camp fire, as it was known that there were lions in the vicinity, but this precaution availed nothing, for just before daylight a fearful commotion arose, and one unfortunate donkey broke away, only to be pulled down before he had gone forty yards. Sounds of snarling and growling could be heard, but in the darkness nothing could be seen, and it was much too risky a business to venture outside the protecting rays of the camp fire. There was nothing for it but to wait for daylight with as much patience as possible under the circumstances. With the first streaks of dawn the growling began to abate, and it was feared that the lions would leave their prey before there was light enough to see them. But one must have been bolder or more hungry than the others, for he remained gnawing at his victim until there was light enough to distinguish his huge form against the eastern sky, and then an express bullet put an end to his destructive career.

Photos Copyright. "Navy & Army"

L BATTERY, ROYAL HORSE ARTILLERY.

Lieutenant F. A. Steel and members of the tug-of-war team

Athletics in Secunderabad.—Wherever a British regiment takes up its quarters there is certain to be a good deal of sport and athletics, and curiously enough Tommy Atkins generally manages to instil a certain amount of enthusiasm into the bosoms of the natives of the country where he has taken up his temporary abode. On a large station like Secunderabad, however, there is no necessity to call on the natives to form an opposing team, as there are plenty of men of his own blood ready and willing to make a match with him at any manly pastime. The accompanying illustration is from a photograph of the team of the L Battery of the Royal Horse Artillery, which greatly distinguised itself at a recent tournament in India.

whether this was altogether a thing to be desired or not, there can be no question that these men who make their bread and butter out of their play have developed the scientific game to a very great extent. It remains to be seen whether the men of the South, having learned by experience the methods with which the Northerners attained such pre-eminence,

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IN STAGELAND.

THE SERVICES AT THE SAVOY.

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MR. WALTER PASSMORE (PUCK).

MISS L. POUNDS (JOY), MISS C. DREVER (KENNA), AND MR. H. LYTTON (WILLIAM JELF).

Photos. Copyright. *Bassano.*

MR. HENRY LYTTON AND MR. POWIS PINDER (BILL BLAKE).

"A Princess of Kensington," the latest Savoy comic opera, has successfully started what bids fair to be a long and prosperous run. To the clever words of Captain Basil Hood, Mr. Edward German has set some of his best music, and not a few of the songs should soon be heard everywhere. Miss Agnes Fraser has just taken up the part of Kenna, in which Miss Drever made a highly successful *debut*.

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OUR INDIAN EMPIRE.

MILITARY LIFE AND INCIDENT IN THE "SHINY EAST."

By CAPTAIN OWEN WHEELER.

LORD KITCHENER is already giving India a taste of his quality in the matter of locomotion. He was to leave Calcutta on February 27 for Peshawar and the Khyber Pass on a tour of inspection lasting ten days. He is due to return to Calcutta by March 25, when he will take part in the discussion on the Budget. He will then proceed to Quetta, the Zhob Valley, and the adjacent posts, and will not reach Simla, according to present arrangements, until the middle of May. This is pretty "good going," even in a country where the art of travelling is so thoroughly understood as it is in India. For not only are long and tedious railway journeys involved, but tours of inspection along the Frontier are attended with various minor inconveniences which differentiate them somewhat sharply from the pleasant and often luxurious trips periodically taken through districts further south by Indian officials in order to familiarise themselves with local conditions and requirements.

The Commander-in-Chief as Councillor. — Lord Kitchener attended the other day his first meeting of the Legislative Council at Calcutta. He took his seat by the Viceroy in the great Council Chamber, and "tall, sunburnt, stern-faced, he listened silently and with earnest attention" while Bills concerning the Municipal applications of Electricity, the Amendment of Provident Funds, and duties on India tea were brought forward by distinguished civilians. It is an interesting reflection that, putting aside the late Field-Marshal Sir Donald Stewart, who had had considerable experience of civil administration, Lord Kitchener is probably far better equipped than most of his immediate predecessors for a participation in these Indian legislative and other non-military councils. To the extra-professional knowledge possessed by most Royal Engineer officers, he adds a grip of financial and kindred questions which is probably unique in the case of contemporary fighting soldiers, while his marvellous capacity for brushing away obscurities, and getting swiftly at the reality of a subject, should help further to enhance his value as a factor in the civil as well as military administration of India.

The Madras District Command. — A great many Anglo-Indians will be interested in the appointment of Major-General Sir Norman Stewart, Bart., C.B., to the command of the Madras District. He is, as most folks know, the son of the Field-Marshal Sir Donald Stewart mentioned in the last paragraph, his younger brother being Captain Sir Donald W. Stewart, K.C.M.G., the British Resident at Kumasi. Sir Norman was originally in the old 68th, now the 1st Durham Light Infantry, but, passing to the Indian Staff Corps, he served as his father's A.D.C. in the Afghan War, and afterwards climbed pretty quickly up the military ladder. It used to be the fashion to say that he owed his rapid advancement to the circumstance that he was his father's son, but I know for a fact that at an early stage of his career he was regarded by shrewd and impartial critics as a thoroughly smart and competent officer, and his appointment to command the 1st Infantry Brigade in China was certainly due more to his merits as a soldier than to family influence. Personally speaking I have a kindly recollection of him as a very bright and cheery district staff officer in the early eighties.

All's well that ends well.—My memory may be faulty, but I rather think that in those bygone days Norman Stewart once took a leading part in a little episode which at any rate indicated some goodness of heart. At a certain mess of which he was an honorory member there were one or two men who occasionally played cards for pretty considerable stakes, and one guest night a little party of four was left sitting until the wee sma' hours, largely at the instance of a guest from a cavalry regiment who had lost a good deal more than he could afford, and had also taken rather more wine than he could stand. Practically speaking three of the party were all winners, and the guest was a good deal over £100 to the bad. He was not of the sort who can be prevailed upon to let a "flutter" of this sort pass for nothing, and he would certainly have paid his losses like a man. He was, however, in good hands. Communication was arranged somehow between the other three, and they played with such studied and dexterous badness that the guest—he died years ago—won back all he had lost and suspected nothing.

Right Willing Recruits. — How happy the home authorities would be if they could find among the right classes of young England the same eagerness for military service as is to be found among the so-called "fighting classes" of India. Of late years the Indian authorities have been restricting enlistment, as far as possible, to these "fighting classes," and forbidding recruits to be accepted from certain castes devoted chiefly to secular professions. One caste which was thus debarred from military service is the Muhials, who have been placed outside the Army pale because they claim to be Brahmans, and the Punjab Brahmans are not a fighting people. A prominent member of the caste has just issued a pamphlet complaining of this restriction, which he asks to be removed, supporting his appeal with a long list of Muhials who have won commissions in the past. It is much to be hoped that some concession may be forthcoming in this matter, for it would be a pity to discourage men who, so far from being strenuous opponents of militarism, are positively hurt because they are not allowed to render Army service.

Motoring in India.—The general use of automobiles in India will doubtless have been stimulated by their free employment at the Delhi Coronation Durbar, and now the accomplishment of a notable feat in motor locomotion should lead to the further local popularity of the flying car. The feat in question was a quick trip from Poona to Mahableshwar, a distance of seventy-six miles with the "Ghauts" thrown in. Two previous attempts having failed, Major Allan Moss with another gentleman, assisted by Lord Wolverton's *chauffeur*, started from Poona in Lord Wolverton's car, and, excluding one halt for breakfast, covered the seventy-six hilly miles in 4-hr. 52-min. The return journey took three minutes longer owing to a strong head wind. The natives at Mahableshwar were so captivated by the appearance of the motor that the police had to place a fence round it to prevent accidents. In a short time we may hope to see the motor adapted to trans-frontier exploration, and it may not be many years before the dwellers on the Tagdumdash Pamir and the banks of the Helmund become accustomed to the autocar with "mad Englishmen" aboard.

Rifles for Indian Cavalry.—The rearmament of the Indian as well as British cavalry with rifles instead of carbines is proceeding, and should be approaching completion by the end of the year. Presumably the change is very necessary, but one cannot help doubting that it will be altogether popular. For armament with the rifle will mean increased requirements in the way of musketry efficiency, and it is much to be feared that in a large proportion of our Native cavalry this will not be much relished, as it will be held to put the sword and lance a little into the background, and the Indian trooper clings very fondly to those weapons. It is also a question whether such light cavalrymen as those of which most Native mounted troops are composed will not feel the additional weight of the rifle considerably. Still, those who have brought about the change may be trusted to have studied the *cons* as well as the *pros* most carefully, and the Lee-Enfield, now about to be supplanted at home, is such a beautiful weapon that the Native cavalry will probably take to it quickly, and show considerable skill in its use as well as proper pride in its possession.

The Duke of Connaught as a Sportsman.—"The Duke of Connaught, it would appear, is no mean shot. Whenever he sees a tiger he hits it," is the remark of an Indian journalist upon the Duke's recent sporting tour at the conclusion of the Durbar. This is an excellent reputation for a "burra sahib" to have in India, for when a forest officer he has been at tremendous pains to provide, as one in the Central Provinces did, seven tigers in six days for a Royal shooting party, and to arrange that five of these come out within comfortable range of the Royal rifle, it is satisfactory when the guest burns straight powder and lets nothing get away. Some may think it is not easy to miss a tiger, but I am inclined to think that at any rate it is not difficult. I have missed two myself "clean and comfortable" at ranges which I am ashamed to particularise.

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THE LUDHIANA SIKHS.

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Photo. Copyright "Navy & Army."

REMINISCENT OF TOFREK.

Typical of the 15th (Ludhiana) Sikh Infantry.

Who can recall the action of Tofrek on March 22, 1885, when McNeill's force was surprised, and only beat back the Dervishes with difficulty, without also recalling the splendid steadiness exhibited on that ticklish occasion by the Ludhiana Sikhs? Nor has this been by any means the only occasion on which the wearers of the Steel Quoit in the red and yellow puggaree have sustained the reputation of the Sikhs for glorious coolness and courage in the moment of danger. Since the "Regiment of Ludhiana" was raised in 1846, this gallant corps has seen service in various campaigns, including China, 1860-62, and Stewart's hard-fought action of Ahmed Khel.

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A CAVALRY COMMANDING OF

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Photo. Copyright. Knight, Aldershot.

THE COMMANDING OFFICER'S MOUTHPIECE.

Trumpeter of the 2nd Dragoon Guards (Queen's Bays).

It is difficult to exaggerate the importance of a cavalry trumpeter on the field of battle. The crowning moment for the effective use of cavalry comes not infrequently when direction by word of command becomes impossible in the din and confusion of action at close quarters. But the trumpet call sounds high and clear above all ordinary noises, and by its means the colonel can convey to his squadrons all that he desires of them in the way of movement from the preliminary "trot" to the final "Charge!"

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THE CHANNEL SQUADRON.

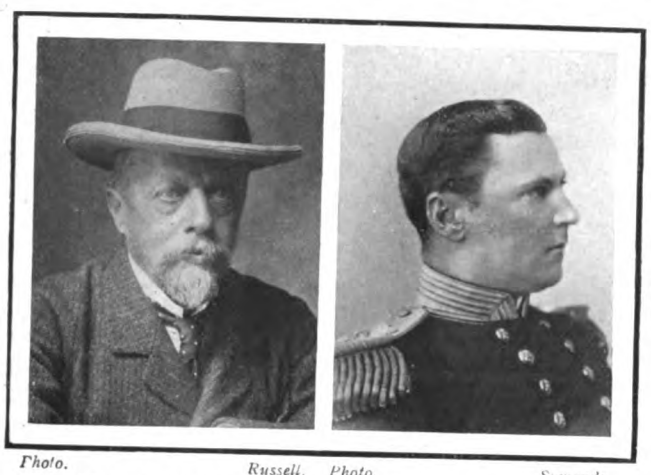

Photo. Russell. *Photo. Symonds.*

CAPTAIN A. C. CLARK. REAR-ADMIRAL HON. CURZON-HOWE.
"Prince George." *Second in Command.*

H.M. SHIPS

MAJESTIC.
MAGNIFICENT.
MARS.
JUPITER.
PRINCE GEORGE.
HANNIBAL.
SUTLEJ.
HOGUE.
FURIOUS.
DORIS.
PROMETHEUS.
PACTOLUS.

Photo. Russell. *Photo. Heath.*

VICE-ADMIRAL A. K. WILSON, V.C., SIR RICHARD POORE, A.D.C.,
Commanding the Squadron. *"Jupiter."*

NO more popular announcement than that officially notified last week to the effect that Lord Charles Beresford would take command of the Channel Squadron, has ever emanated from the Admiralty. "Charlie," as he is universally called by friends and admirers alike, is popular both ashore and afloat; he is emphatically a typical Irish seaman, impetuous, bluff, good-hearted, and *bon camarade*. In the eyes of the public he is probably this and little more, but to those who have watched his career, and particularly to his Naval brethren, his character presents a larger and wider aspect. In command of the Channel Squadron he will have ample scope for exhibiting those talents as administrator, organiser, and Naval tactician with which he has already shown signs of being endowed. Since the days when the people of this country heard of Lord Alcester's signal, "Well done, 'Condor'!" the little sloop with whose guns her gallant commander faced Fort Mex, the incidents of Lord Charles's career have been followed with affectionate interest and regard.

Photo. Copyright.

VICE-ADMIRAL LORD CHARLES BERESFORD.
About to succeed Admiral Wilson in command.

The Channel Squadron, which Lord Charles is to command, is composed of some of the finest fighting vessels of the British Navy. Not absolutely the newest, but thoroughly up-to-date vessels, when compared with ships of similar date in foreign Fleets. The illustrations given in this supplement afford an excellent idea of the types of ships themselves, and of their appearance under varying conditions of service. The vessels in this squadron are equipped with the most modern appliances of war. Owing to the fact that the squadron is more or less a training establishment, a large number of officers and men are annually passed through these ships, and in them acquire a knowledge of their profession, the value of which it is difficult to estimate. But while the squadron is used for training purposes it is at all times efficient and ready for its more warlike use. Although attached to the Home ports, it has always been understood that in case of war it would probably act as a reinforcement to the Mediterranean Fleet, and annually it makes cruises through the Straits, and engages in manœuvres with the fleet, which has its headquarters at Malta.

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The Chief Ships of the Channel

The Channel Squadron of six first-class, one second- two [illegible]. But as the cruisers are to take use, testing boilers and these [illegible] the eyes and ears of the [illegible] this page types of these ships and and also types of the most de manœuvre purposes of war w the squadron. The [illegible] known Mediterranean, and the [illegible] at H to the Instructi[illegible]

Photo. Copyright. *West.*

THE T.B.D. "BANSHEE" IN A HEAVY SWELL.

This picture illustrates in a striking manner the strain set up when the vessel is borne on the crests of two waves at the extremities.

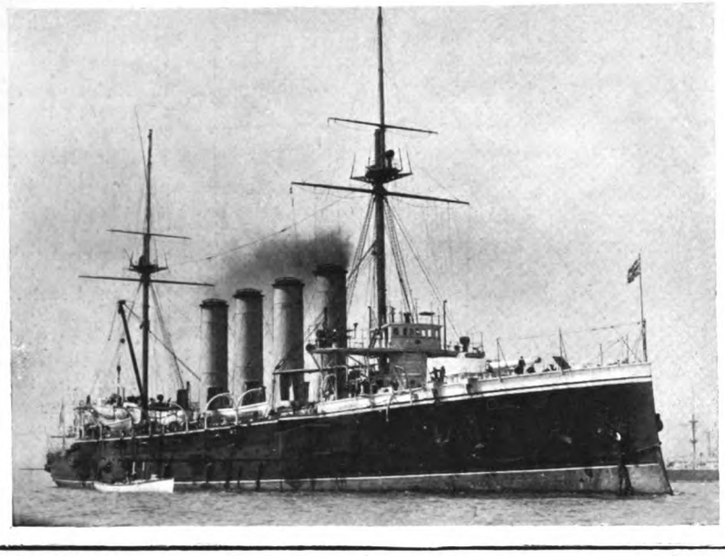

Photo. Copyright. *Symonds.*

THE "SUTLEJ," ARMOURED CRUISER.

Length 440-ft. I.H.P. 21,000, giving speed 21 knots. Thickest armour 6-in. for barbettes and belt. Heaviest guns, two 9·2-in., barbettes.

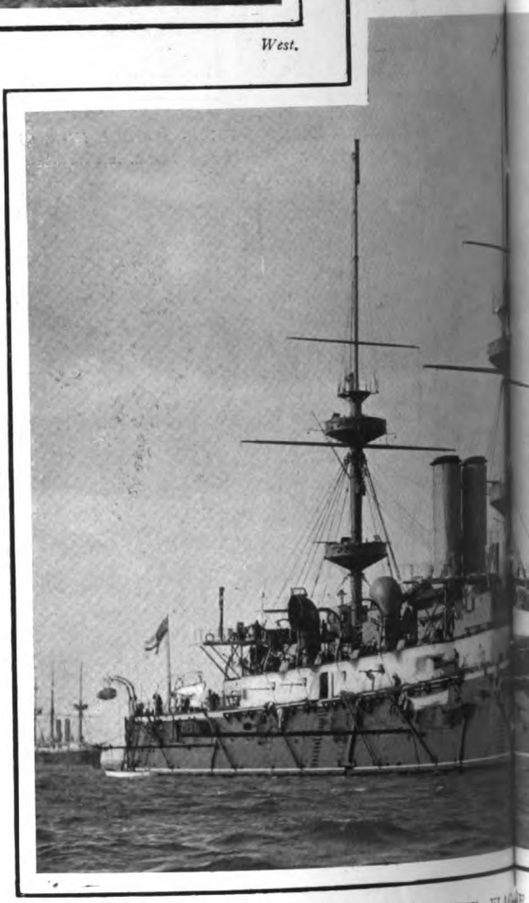

Photo. Copyright.

THE "MAJESTIC." THE FLA[illegible]

On board of this vessel [illegible]

The "Majestic" was launched at Portsmouth in 1895. She is 390-ft. [illegible] twelve 6-in., sixteen 12-pou[illegible]

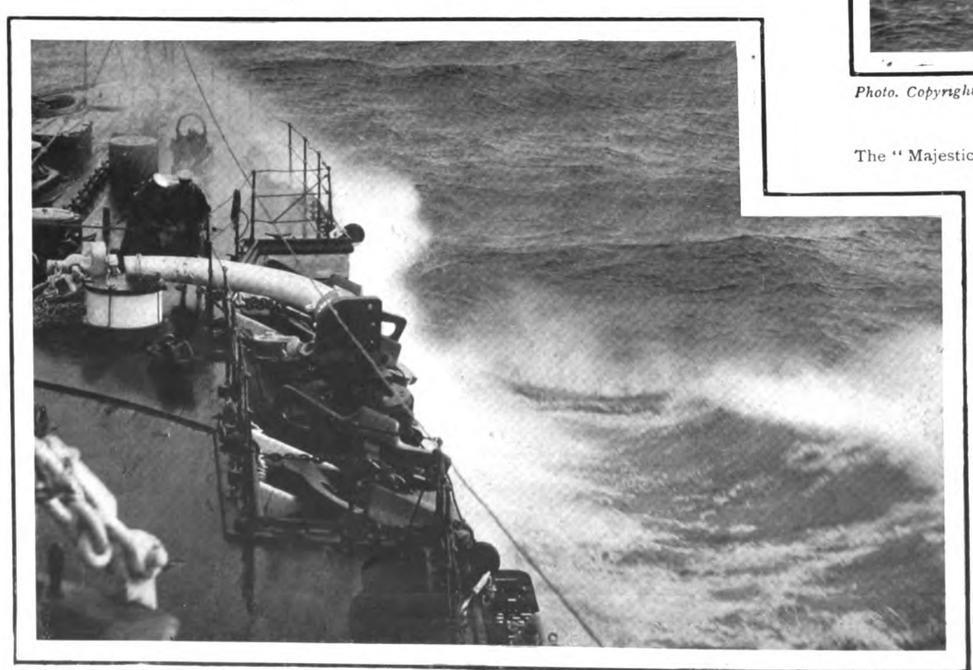

Photo. Copyright. *West.*

DIFFICULT WORK UNDER DAMP CONDITIONS.

Resecuring an anchor with the white foam flying and the seas rising in the chops of the Channel.

Photo. Copyright.

THE "FURIOUS" BEIN[illegible]

This illustration sh[illegible]

The length of the "Furious" is 320-ft. S[illegible] four [illegible]

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Squadron in Fair and Foul Weather.

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six battle-ships, three
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and cruisers are shown,
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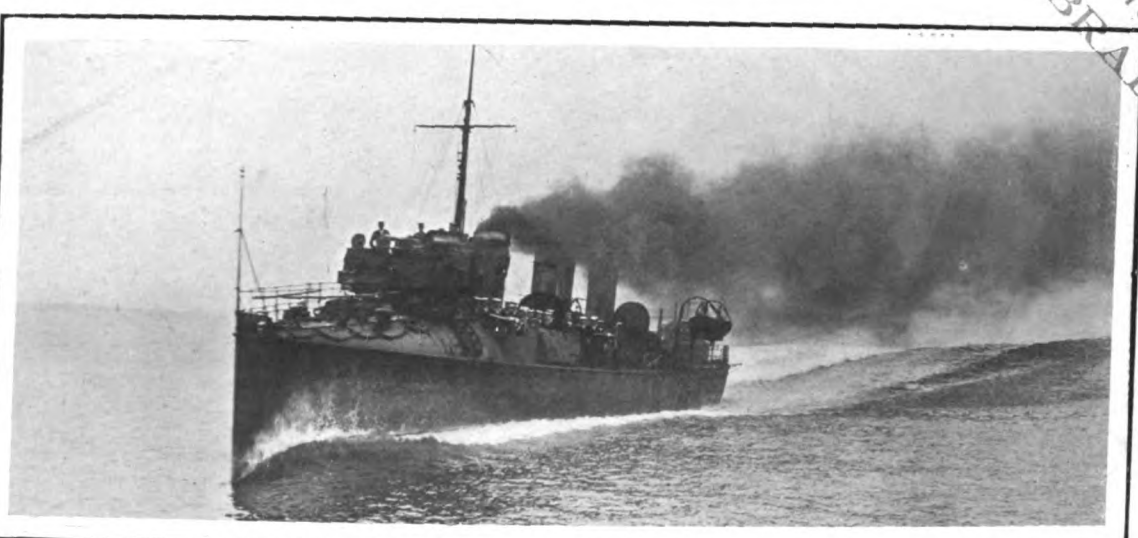
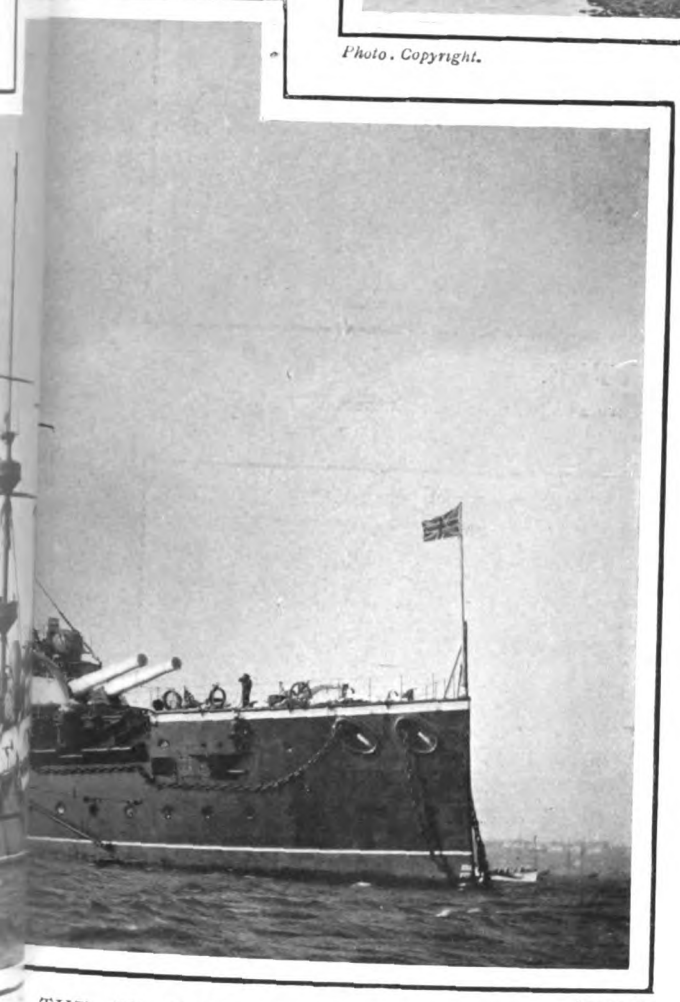


Photo. Copyright. *West.*

THE T.B.D. "SYREN" STEAMING 33 KNOTS.

Illustrating the height and magnitude of the following wave created when the vessel is travelling at high speed.



THE CHANNEL SQUADRON. *Symonds.*

sford will hoist his flag.

of 17·5 knots, and carries the following armament: Four 12-in. guns, ounders, and eight Maxims.

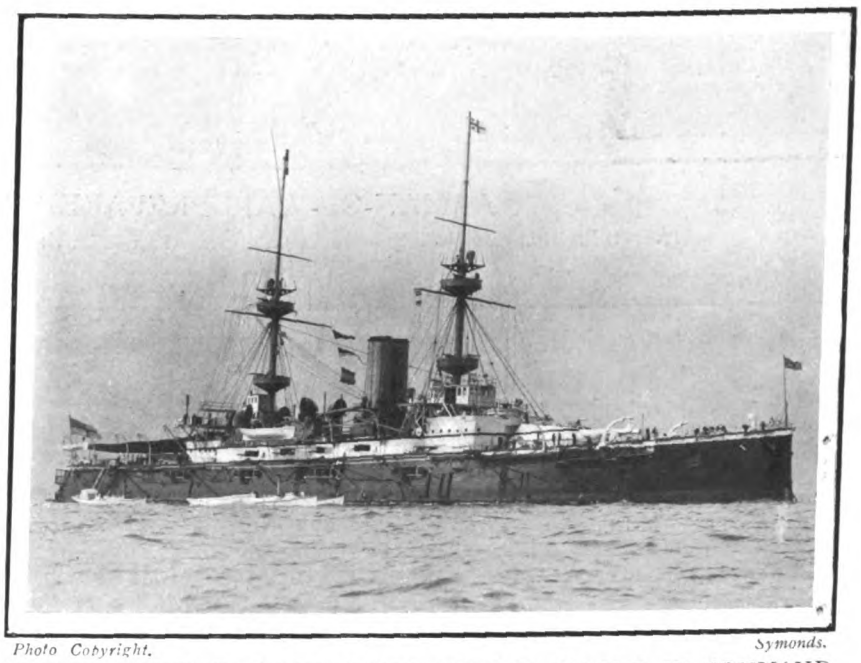


Photo Copyright. *Symonds.*

THE "MAGNIFICENT," FLAG-SHIP OF THE SECOND IN COMMAND.

Length 413-ft. I.H.P. 12,000, giving speed 17·5 knots. Thickest armour 14-in. for barbettes. Heaviest guns, four 12-in., barbettes.

Debenham

DURING MANŒUVRES.

e of using smoky coal.

Thickest armour 2-in., deck. Heaviest guns.

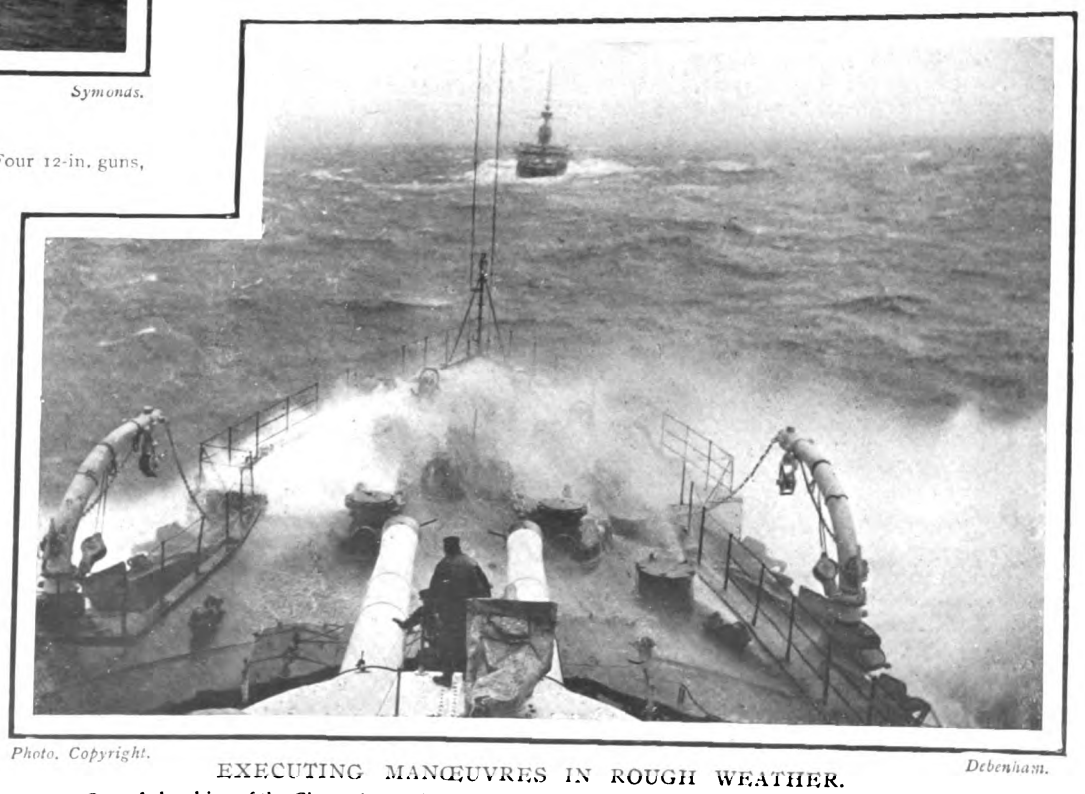


Photo. Copyright. *Debenham.*

EXECUTING MANŒUVRES IN ROUGH WEATHER.

One of the ships of the Channel Squadron chasing the enemy, with her bows awash with green seas.

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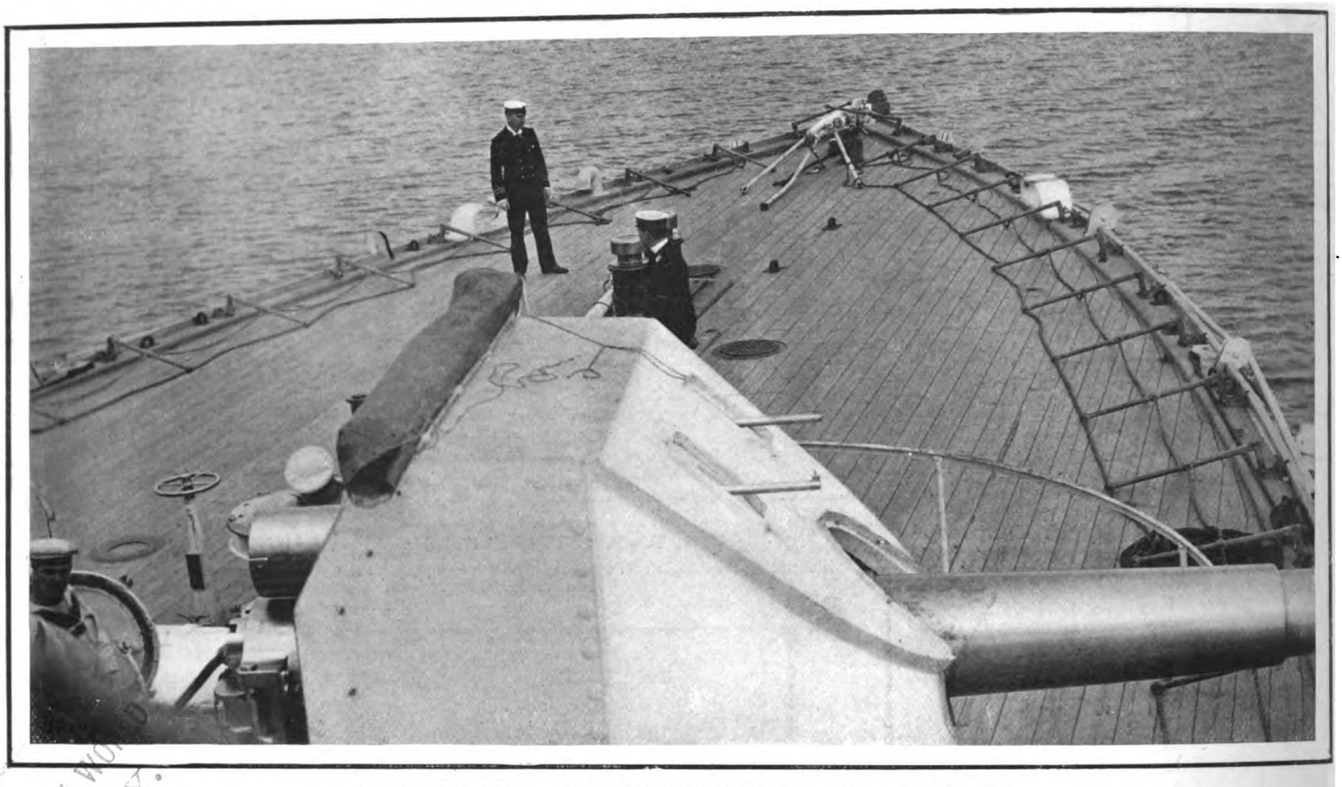
CLEARED FOR ACTION.



A MAN-OF-WAR PREPARED FOR BATTLE.

Everything that can possibly be removed is cleared away, leaving the decks as bare as shown in this picture.

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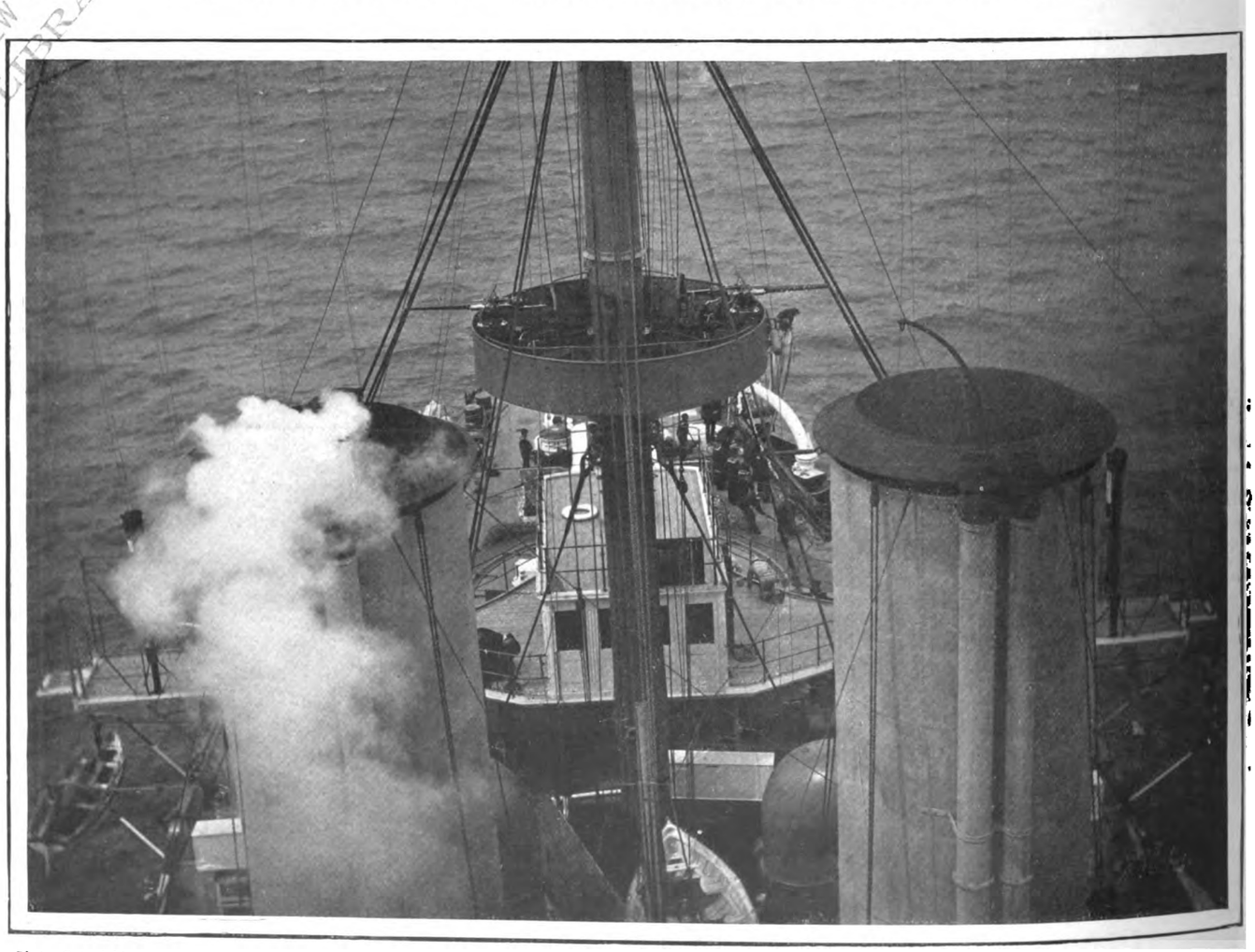

Photo. Copyright.

A UNIQUE VIEW OF A BATTLE-SHIP'S FIGHTING-TOP AS SEEN FROM ALOFT.

Whether these tops will be retained in our future fighting ships appears to be doubtful.

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R'S PERSONAL ATTENDANTS.

Ito. Copyright. *Knight, Aldershot.*

THE COMMANDING OFFICER'S ORDERLY.

A smart trooper of the 7th Hussars in marching order.

ery various are the duties to which some commanding officers' orderlies are liable, but it may be said generally that the chief work of e latter lies in carrying the colonel's official messages to those to whom they are addressed, sometimes in the form of missives, at hers by word of mouth. The colonel's orderly is always a man specially selected for some good quality, and often for a combination of military virtues. In some corps he is selected at guard-mounting parade as the smartest soldier present.

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BRITISH LIFEBOATS.—VIII.

Their Service and Stations.

ATHERFIELD, ISLE OF WIGHT.

By H. G. ARCHER.

THE landlubber associates the Isle of Wight with all that is peaceful, balmy, and fertile, where the elements and nature are concerned, but to the mariner it bears a less enviable reputation. The back of the island, from Rocken End, the western face of St. Katherine's Point, which is the extreme south point of the island, to Atherfield Point, a bold headland dividing Chale and Brighstone Bays, is one of the most dangerous spots round the whole of the British coasts. This, in fact, is the treacherous "back of the Wight," which, during a fog, or storms accompanied by an "inshore" wind, strikes terror to the heart of every seaman who navigates the English Channel. Here the exuberant verdure of the Undercliff disappears, and is succeeded by bleakness and barrenness, telling of the tremendous force of the sou'-westers which rage along the coast in the winter months. In dirty weather tremendous seas run in the Channel, while a heavy surf breaks over the rocky foreshore with awful fury. Even in fairly calm weather the stranger who approaches the edge of the shore must be on his guard against the "back draught" of the surf, which is powerful enough to carry a strong man off his legs. However, the most dangerous spot throughout this dangerous stretch of coast is the dreaded Atherfield Ledge, a reef of sunken rocks, commencing at about 300-yds. and extending to about 500-yds. away from the headland of the name. Wrecks on Atherfield Ledge used to be of constant occurrence; many a stately "Indiaman" struck on these rocks and sank in a few minutes, and gold dust and Spanish dollars have been found here, mixed with the soil under the cliff, the relics, probably, of some more ancient shipping catastrophes. The boatmen of Chale and Atherfield have many gruesome yarns to spin.

Of recent years much has been done to minimise the maritime dangers of the "back of the Wight." In 1888 the lighthouse at St. Katherine's Point was fitted with what is at present the most powerful electric light in the world; while within two or three miles of one another no less than three lifeboat stations have been established, namely, at Brighstone, Brooke, and Atherfield.

The Atherfield Lifeboat Station was formed in 1890, but comparatively short as is its life, it can already boast a most distinguished career. The first lifeboat sent here was named the "Catherine Swift," and its cost was defrayed from a legacy bequeathed to the Royal National Lifeboat Institution by the late Mrs. Catherine Swift of Kensington and Chale, Isle of Wight, for the purpose of providing a lifeboat to be stationed at Atherfield. This lifeboat did excellent work, having been launched twenty-four times on service and saving 112 lives. It will be seen from the accompanying illustrations that at this station the lifeboat has to be lowered down a slipway in the cliff, 150-ft. high, by a chain, which, of course, considerably complicates the task of launching.

The "Catherine Swift," in fact, was mainly instrumental

LIST OF SERVICES RENDERED BY THE
ATHERFIELD LIFE BOAT
OF THE
ROYAL NATIONAL LIFE BOAT INSTITUTION.
The CATHERINE SWIFT LIFE BOAT.
1892. Feb 1st S.S. EIDER of Bremen. Saved Mails & 55
2nd ... Do ... Do ... 57
3rd ... Do ... Saved Mails Silver Specie etc.
4th ... Do ... Do ...
1897. Feb 20th 21st Ship "ALCESTER" of Liverpool. 22
1900. Feb. 15th. Barque "AUGUSTE" of Brake. 18.
WRECK OF S.S. EIDER.
HER MAJESTY THE QUEEN commands that her warm appreciation of the gallant conduct displayed by the crews of the Atherfield, Brighstone, and Brooke Lifeboats, in saving the crew and passengers of the "Eider" be conveyed to them.
February 3rd. 1892.
Hudson & Kearns

THE "SERVICE" BOARD.

List of services rendered by the "Catherine Swift."

THE COMMITTEE.

Reading from left to right the names are: Chief Boatman (H.M. Coastguard) Rowe, R.N., H. C. Mills (Hon. Sec.), Commander Keppel Foote, R.N. (Inspector of Southern District) H. Way, and H. Garle.

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in averting what might have been one of the most terrible of shipwrecks of modern days. On Sunday night, January 31, 1892, Atherfield Ledge claimed something like a victim, for at 10 p.m., in a dense fog, this cruel reef discovered that it had bagged a real lady in the great Norddeutscher Lloyd Liner, the s.s. "Eider," bound from New York to Bremen. The vessel, it seems, had lost her way in attempting to pass the Needles light and the rocks at the western extremity of the island, the officers of the watch having mistaken the Needles light for that at Hurst Castle. Not since the year 1836, when it had wrecked the "Clarendon," bound for the West Indies, was apparently revolving in this dangerous position. The "Eider" had the appearance of being close to the cliffs, but she was really about a quarter of a mile away, so that she could not be reached even by the double rockets. Fortunately, no panic occurred among the passengers; but the officers feared lest the great ship should break her back across the peaks of the rocks, and thus bring about a terrible disaster.

The Atherfield, Brighstone, and Brooke lifeboats immediately put out; but the captain of the "Eider" thought their services needless. However, a dozen passengers and twelve bags of mails were landed, and Captain Heincke sent his own

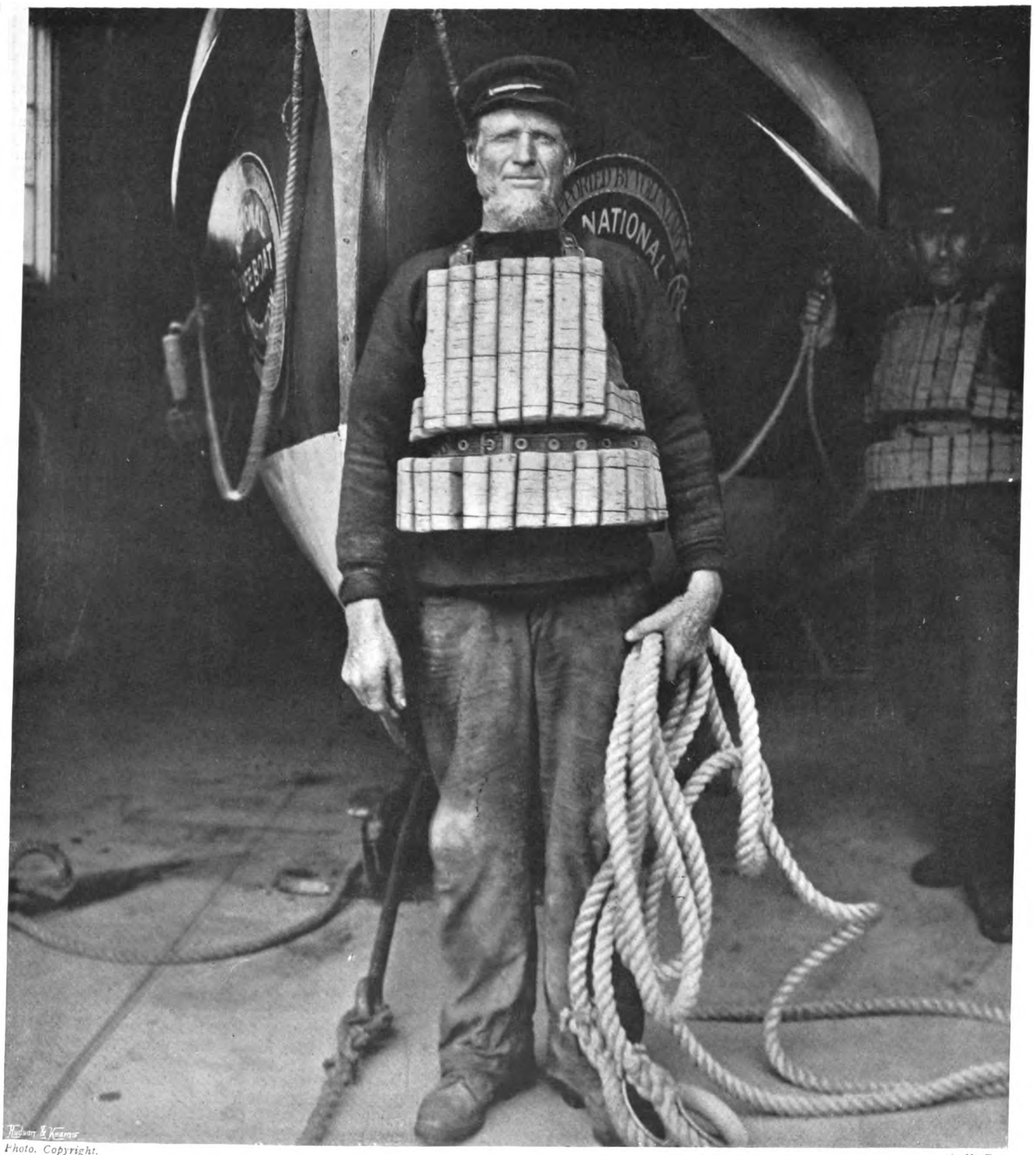

Photo. Copyright. *A. H. Fry.*

MR. WILLIAM COTTON.

Coxswain of the Atherfield lifeboat.

which struck and sank in less than three minutes, only three souls being saved, had Atherfield Ledge achieved such an unhallowed triumph. The weather was fair at the time, but "ledge" sea and wind soon had conspired to pick the bones of their prey—an iron screw, four-masted steamer, of 4,719 tons, with four decks, 439-ft. long by 47-ft. beam, and 34-ft. in depth, and carrying mails, 226 passengers, and £300,000 worth of specie. The "Eider" struck with a terrible crash, and then twisted round four or five times, for the coastguard on shore saw her port and starboard lights alternately as she boat ashore to wire Southampton for tugs. During the night a strong wind from the south-west got up, and when the following morning broke the heavy sea running induced the captain to signal for the lifeboats. At midday, as the tide ebbed, the wind fortunately fell, and the three boats were again launched.

The work of rescue, however, was attended with great danger. From 3 p.m. to 6 p.m. the three lifeboats worked unceasingly, and, handled with consummate skill and courage, made no less than thirteen trips between the "Eider" and

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the shore, and succeeded in landing 200 passengers. The Atherfield boat brought ashore five loads, averaging 14 each time. When darkness set in, the Comet light, recently attached to the Atherfield boat by Mr. C. Dabell, a member of the local committee, was brought into use, and by its aid operations were successfully carried out. By 10 p.m. the whole of the passengers and most of the specie had been landed, and the gallant crews were able to enjoy a spell of rest. During the day the late Queen had sent two urgent messages for information, while among the visitors on the spot were the late Prince Henry of Battenberg and the Marquess of Lorne.

The specie comprised 216 ingots of silver and seven cases of gold. It is stated that the men were promised salvage money of £1 for every ingot, and £2 for every case of gold. As the specie was landed it was taken in charge by the coastguards, armed with swords and loaded revolvers. On Tuesday morning the position of the "Eider" was far worse; there had been a frightful gale in the night, and the doomed vessel was rapidly filling and canting over. At 9.30 a.m. the Atherfield boat brought ashore two of the officers, eight firemen, and a case of gold. By noon, however, the condition of the liner was parlous, and there were still 150 officers and men left on board. At 3.15 p.m. the coxswain, Mr. William Cotton, familiarly styled "Rufus," again launched the "Catherine Swift." She had a tremendous struggle to pass the breakers, and was beaten back towards the shore time after time, being once caught by a big sea, lifted in the air, swung completely round, and hurled back close to the beach. The crew, however, soon put her head to the sea again, and at length succeeded in reaching the side of the "Eider" and bringing ashore the first boatload of men. All through the afternoon and evening the plucky lifeboat men stuck to their heroic work, and though the storm increased in fury, the whole of the crew were brought to land by the three boats. On the two following days, when the warning of the elements had somewhat subsided, the remainder of the mails and silver specie and passengers' luggage were salvaged. Queen Victoria sent a congratulatory message to all three crews, signifying her warm appreciation of the gallant conduct which they had displayed.

In 1892 it was decided to replace this lifeboat by a new and larger one. Accordingly a new lifeboat, measuring 34-ft. by 7½-ft., of the self-righting class, and bearing the same name as the former boat, was sent here in that year.

In 1897 the new "Catherine Swift" effected a stirring rescue. On February 20 of that year the "Alcester," an iron full-rigged ship of 1,597 tons, struck on Atherfield Ledge during a dense fog. Mr. William Cotton gave the signal calling his crew together, and as speedily as possible the lifeboat put off to the hapless vessel. The captain, however, declined all assistance; said that his ship would float at high tide, and pooh-poohed Coxswain "Rufus's" warning that dirty weather was brewing. Well, the "Alcester" did not float off at high tide, despite the assistance given her by a tug, and the storm came as prophesied. At midday on the 21st the Atherfield boat was again launched in a heavy sea, when twelve men were taken off on the first and eight on the second journey. Still the captain and mate of the "Alcester" resolutely refused to leave their vessel, hoping for better weather. The night which followed, however, was a frightful one, and both men had to take to the rigging. Meantime, the captain was throwing up blue lights for the assistance which had now become impossible. It was not until 5 a.m. that the weather permitted the third launch. This time the captain did not question Coxswain "Rufus's" weather-lore; both men leapt directly the bows of the lifeboat touched the vessel, and were brought safely to land.

The second great rescue standing to the credit of the new "Catherine Swift" is that of the crew of the German barque "Auguste" of Brake, which took the ground on the treacherous ledge on February 15, 1900. The lifeboat gun was fired promptly in response to signals of distress, and at 5.30 p.m. the boat was, with great difficulty, launched in a heavy sea; but the terrific force of the wind and tide baffled the heroic efforts of brave "Rufus" Cotton and his plucky colleagues to get near the stranded vessel, so that they were reluctantly compelled to temporarily abandon their rescue work. An attempt made to establish communication by means of the rocket apparatus also failed. Some time after midnight the wind moderated, and the fury of the sea somewhat abated. The gallant Atherfield men could be restrained no longer, and at about 2 a.m. they again essayed to start on their noble mission. Nevertheless, the prevailing conditions rendered it impossible to launch the boat for another hour. Plenty of willing helpers were forthcoming from among the crowd on the cliff, and the lifeboat men were heartily cheered as their boat headed away for the "Auguste," which was reached after a very hard pull. The crew, comprising the captain, two Finns, two Norwegians, eleven Germans, and three Englishmen, were saved from the rigging. Needless to say, all were loud in their praises of the gallant rescuers, and on landing showed their gratitude by giving a special and hearty round of cheers in honour of "Rufus" Cotton and his men.

The new "Catherine Swift," which is still on the station, has been launched six times on service, and rescued 40 lives, making a total of 152 lives saved by the two lifeboats on this station since its establishment in 1890. The Atherfield station is under the management of the Isle of Wight branch of the institution, of which branch Princess Henry of Battenberg is the patron.

Photo. Copyright.

THE BOAT AND HER CREW.

Reading from left to right the names are—Top row: D. Cotton (bowman, a substitute for R. Reynolds), T. Cotton, and "Rufus" Cotton (coxswain). Middle row: R. Cotton, F. Sturmy, C. Wheeler, E. Cotton, E. Wheeler, George Wheeler, and F. Coward. Seated on ground: W. White (assistant coxswain) and W. Woodford.

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LAUNCHING THE ATHERFIELD LIFEBOAT.

ON THE WAY DOWN.
The boat being lowered down the cliff.

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Photos. Copyright. A. H. Fry

AT THE WATER'S EDGE.
The boat at the bottom of the cliff ready for a launch.

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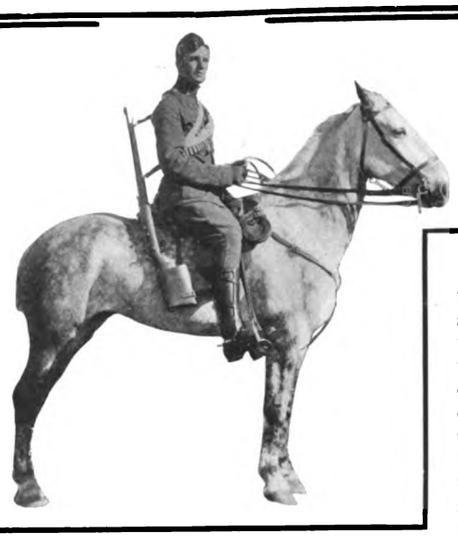
DEFENCE, NOT DEFIANCE.



Citizen Soldiers in Town and Country.

IT is satisfactory to learn that the recruiting for the North of Ireland Regiment of Imperial Yeomanry is again proceeding briskly. Towards the close of last year it was temporarily stopped owing to certain technical difficulties, but, on the removal of these, recruiting has been resumed. In the Army List this year also, the names of the two corps, the North of Ireland and the South of Ireland, are inserted amongst the other regiments of Imperial Yeomanry. Then headquarters of the former will be permanently at Belfast, and the Earl of Shaftesbury was gazetted to the command nearly a twelvemonth ago. The headquarters of the South of Ireland Regiment will be in Dublin, and the Marquess of Waterford is the Lieutenant-Colonel commanding. Both these officers have served in the cavalry of the Regular Army, and the appointments at the time they were made were generally recognised as most appropriate. A large number of names have already been given in for enrolment in each regiment, and there is every reason to anticipate most gratifying results.

Former Yeomanry in Ireland.—For a good many years during the early part of the nineteenth century many corps of Yeomanry Cavalry existed in Ireland. The members were nearly always composed of the smaller landowners—a very numerous class in Ireland—and were raised with the object of checking home rebellion rather than of repelling a possible foreign enemy, and, indeed, during various periods of political disturbance they performed many of the duties now carried out by the Royal Irish Constabulary. Previous to the formation of the Yeomanry there had existed for some time in Ireland quite a large Volunteer Force, and, indeed, the story of the rise, progress, and decline of the armed force known as the Irish Volunteers forms one of the most interesting chapters in the history of Ireland.

Why not Irish Volunteers?—The unfortunate extent to which political feeling is so often carried in Ireland has usually created an opinion that considerable risk would attend any attempts to raise Yeomanry or Volunteer regiments in the country. To make any political observations would be quite outside the scope of these notes; but the opposing interests in Ireland seem at last to be growing less bitter; and really, when the loyalty of the Irish regiments of the line be considered, as well as that of their Militia battalions, there would seem to be but little cause for apprehension if the organisation of a Citizen Army, which has been commenced by the formation of the two regiments of Yeomanry, were much more widely extended. As regards the Militia, indeed, the bulk of the rank and file are drawn from the classes which might justly be looked upon as the most dangerous, yet the South African campaign fully proved how thoroughly they might be trusted. If reasonable precautions were taken there really appears no cause why a Citizen Army should not be successfully maintained in Ireland, and prove a considerable strengthening to the existing home defence forces.

Conscription by a Circuitous Route.—A protest against the enforcement of compulsory military service appears in the pages of a contemporary, which is the official organ of the Volunteer Force. An article therein published states positively that the demand of the authorities for increased efficiency on the part of the Volunteers is but a portion of a conspiracy of certain officials, some very highly placed, who are of opinion that nothing short of conscription will meet the present military requirements. It is suggested that a cry for increased efficiency is equivalent to an accusation of existing inefficiency, and in consequence an invitation is issued to all commanding officers of battalions which furnished sections to the Field Army in South Africa to send in without delay copies of all orders speaking of the conduct of these sections, either on outpost or other duty, or generally with the territorial regiment to which they were attached. In this way it is hoped to be able to place before the Royal Commission, so far as is possible, the opinions formed of the Volunteers by the Generals under whom they served in South Africa.

What will be the answer?—If there is a satisfactory response to the appeal, it might justifiably be urged that as the Volunteers creditably sustained their part under the exacting test of active service no higher standard of efficiency should fairly be demanded. On the other hand, it should not be forgotten that, to a certain extent, the Active Service Sections represented the flower of the Force, and that their attainments do not, therefore, make extra exactions from the slacker members of the Volunteer service at all less necessary. It is known that an increasing section of would-be Army reformers are entirely in favour of conscription being introduced into this country; but, in spite of an evidently widely prevailing opinion to the contrary, it is very unlikely that the Government is deliberately preparing the way for the enforcement of universal military service by imposing upon members of the Citizen Army conditions which it is impossible for them to fulfil. More especially is this view justified by the modifications which have been effected in the new regulations since their first promulgation, and by the recent concession with respect to camp allowances.

A Sign of Yeomanry Zeal.—The Surrey Imperial Yeomanry are to be congratulated on the possession of a new riding school, which has been erected for regimental use, and which is the largest building of the kind in the Metropolis. Thoroughly sound instruction in equitation is obviously essential for a cavalry soldier, and hitherto certain regiments have experienced some little difficulty in making arrangements for adequate teaching and practice. For the future, in London at all events, where the difficulty was most felt, this source of trouble will be removed, as the Surrey Yeomanry School is, by permission of the commanding officer, to be made available for the use of members of the other Yeomanry regiments and of the mounted detachments of Volunteer infantry battalions.

A Very Hard Case.—A good deal of comment is usually evoked when Volunteers are summoned for failing to earn the capitation grant for their corps. There are some cases in which men have every opportunity of attending their drills, but omit to do so out of sheer slackness. It is undoubtedly just that they should be called upon to make good the amount which they wilfully neglect to earn; but such cases are happily rare, and it is probably in recognition of this fact that commanding officers are generally reluctant to set the machinery of the law in motion against members who have been remiss. What seems an undoubtedly hard case, however, was recently reported, and not unnaturally aroused general sympathy. A private in the 1st Volunteer Battalion the Manchester Regiment had rendered himself efficient for five consecutive years, but having obtained a situation as a night engineer was unable afterwards to attend drills. His offer to resign was refused, as he obtained his new situation in December and the Volunteer year was, of course, already over a month old. The Bench had no option but to make the order. However, such prosecutions cannot but exercise an adverse inflence on recruiting in the neighbourhood.

Initiative Demanded.—The training of troops now presents greater difficulties than the civilian might expect. To secure and maintain a high state of discipline in an Army, by which implicit obedience to the orders of a superior is unhesitatingly yielded by all ranks, is comparatively easy. But that individual intelligence should be fostered and initiative encouraged without detriment to discipline is generally harder to compass. There is a fairly well-known, but not exaggerated, story of a sentry who was posted at the entrance of an exhibition with orders "to allow no one to enter without first depositing his stick or umbrella in the place set aside for these articles." When a visitor, who was carrying neither stick nor umbrella, presented himself, the sentry refused him admission, and he eventually contrived to enter only by going away and purchasing a walking-stick, which he was then able to deposit to the satisfaction of the sentry.

TRAINBAND.

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FOR THE CZAR'S NAVY.

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Photo. Copyright. *M. Bar.*

THE NEW RUSSIAN BATTLE-SHIP "CESAREVITCH."

The vessel, which is one of the heaviest battle-ships in the Russian Navy, was launched at La Seyne on February 23, 1901, rather less than two years after her commencement. Her trials have been carried out quite recently. Her length is 389-ft. and her beam 75-ft. 6-in. On a displacement of 13,110 tons, she can steam at 18 knots, her engines, by the builders, being capable of developing 16,300 H.P. Steam is generated in twenty Belleville boilers without economisers. Her armour consists of a complete belt varying in thickness from 10·6-in. The barbettes, which are hooded, are protected by 11-in., and the secondary turrets by 6-in., armour. Her principal armament consists of four 12-in., twelve 6-in., and nearly fifty smaller guns.

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THE NAVIES AND ARMIES OF THE WORLD.

A Weekly Causerie

BY

David Hannay.

THE operations which followed when D'Estaing and Howe came fairly face to face at Sandy Hook in July, 1778, have been too much, far too much, forgotten. It is only natural that they should have been, for no battle took place, and the world has very little memory except for the dramatic events of war. Yet these, though they are unquestionably the most impressive to the imagination, are not always the most honourable to the leaders, nor the most fruitful in results. There have been battles which settled nothing, and victories which had no consequences; and it has happened that in both very little ability was displayed. A great soldier of the sixteenth century, the Duke of Alba, who was the author of many sententious maxims, declared that a poor general may win a battle by a fluke, on the merits of his soldiers; but that it takes a really skilful captain to get all he wants from an enemy without ever allowing himself to be brought to action except with all the advantages on his own side. What Howe had to do was to play the cautious game. With nine small liners under his command, and twelve finer ships arrayed against him, it would have been sheer temerity to rush into a battle. Yet he had to occupy D'Estaing so as to prevent the Frenchman from giving any material assistance to Washington.

* * * *

The first thing to be done was to place his squadron so that it could only be attacked at a disadvantage, or what the Frenchman was likely to think was a disadvantage. He therefore anchored it inside Sandy Hook, and in a line stretching to the west and parallel to the East Bank. The most easterly ship, the "Leviathan," was close to the shore. If, now, the Frenchmen came in across the bar at the north end of the Middle Bank outside Sandy Hook, they must come close round the north end of the Hook, which was fortified with heavy cannon, and would then, after passing the battery, meet the fire of the English ships at anchor. According to the prevailing ideas of the time the position was very strong. For a fleet under way to come in and attack another at anchor was accounted exceedingly hazardous. D'Estaing shrank from trying the venture with any vigour later on when he was opposed to Barrington at Santa Lucia. The great allied French and Spanish fleet in the Channel in 1779 was afraid to attack our much inferior force at Torbay. So Howe had every reason to believe that his opponent would think twice before coming on. The eye-witness of these events, whose narrative is reprinted in Admiral Ekins' "Naval Battles," is loud in praise of Howe's masterly disposition. It is certainly pleasant for a patriotic Englishman to compare the intelligence of the measures he took with the slovenly arrangements of Brueys at the Nile. Howe had undeniably a better position than the French had in Egypt, but he extracted the utmost good there was to be got out of it. If D'Estaing did come in over the bar it was certain that he could not double on the end of the down line, and so one means of availing himself of his superior numbers was taken from him. At the Nile the French were so placed as to make it certain that an assailant could put the westerly end of their line between two fires, and it had no support from batteries. They, in fact, had exaggerated the weakness of their position.

* * * *

The same witness and all other authorities insist much on the fine spirit displayed by the sailors of the transports and by the troops. When Howe made a call for sailors to fill up his crews, he not only obtained all he wanted, but more men than he had asked for volunteered. Some concealed themselves in the boats in order to have a share in the fighting. We hear of one Gideon Duncan, a native of Scotland (so Beatson, himself a Scot, who never failed to put in a good word for a countryman, has been careful to record), as displaying "a truly Roman spirit." He was master and owner of a transport, and he offered to turn his boat into a fire-ship and steer her himself against the French flag-ship. It is even said that he scouted all offers of pay, which looks like an adornment of the lily on the

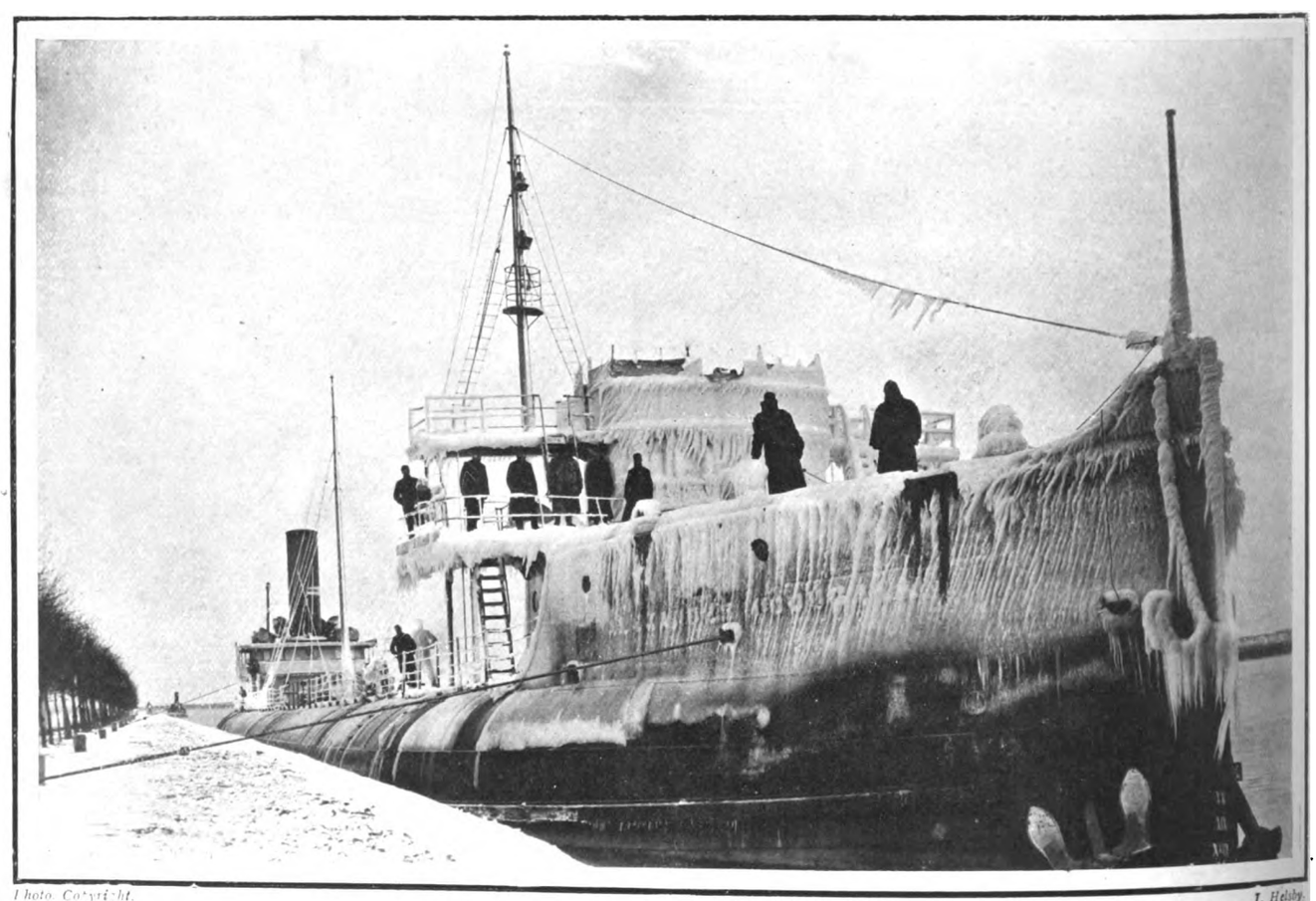

Photo. Copyright. J. Hebby.

THE WHALEBACK "ALEXANDER McDOUGALL."

The pioneer of her class, this style of vessel is extensively used as ore-carriers on the big American lakes, and, owing to their shape, are able to carry an enormous amount of cargo. Our illustration shows the "Alexander McDougall" after a rough experience in a winter storm on Lake Superior.

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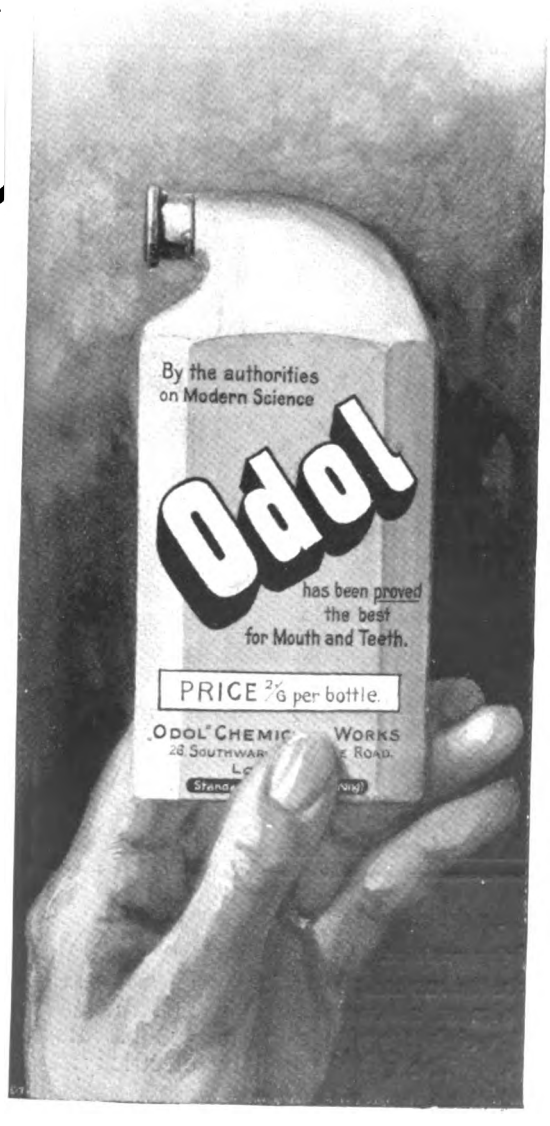
part of the historian. Mr. Gideon Duncan, of whom one would like to know that he was kin to the admiral, was plainly a man of spirit, and was very likely ready to serve without pay for himself, but it would have been Don Quixotism in him to offer to make a present of his ship. The soldiers also volunteered to help to work the guns. Here is to be noted a marked difference between the conditions of those days and our own. Some of the sailors in the transports had, we may be sure, been pressed in their time and had served a turn in a man-of-war; still, most must have been untrained, and the soldiers undoubtedly were in Naval work. Still, we see that Howe was very glad to have them. The fact is that the skilled man of those days was the sailor and rope-man, and he was always worth having at a pinch.

* * * *

D'Estaing did not think fit to come on. He remained at anchor to the south of the Middle Ground till the 22nd, sounding the bar and taking prizes. Admiral Ekins' authority speaks vehemently of the rage of our squadron on finding themselves blockaded in one of our own ports, and seeing a convoy sail into the midst of the French and suffer capture in a body—an event which happened once. Many small ships were lost in this way. At last, on the 22nd, D'Estaing made a show of coming in, and then went off to the south. There were the usual stories of doubts whether it was possible to cross the bar, and of headshakings on the part of the pilots, who rightly enough, from their point of view, were anxious for a large margin of safety. Other explanations are given of D'Estaing's want of enterprise. To me it seems most credible that we have here another instance of the working of the past history of the French Navy and its principles. It is obvious that D'Estaing could not hope to succeed except by incurring the certainty that some of his ships would be smashed to pieces, and running the very appreciable hazard that all would be seriously damaged. Now the French had a standing rule that it was not to their advantage to pay a heavy price for victory, and the reason they gave had a certain air of plausibility. They said that since the British Navy was much more numerous than their own, it could outlast them in a war *à outrance*. If they lost a number of vessels to gain successes everywhere, the time would come when they would be used up, and there would still remain a balance of the British Fleet which would be master of the seas, because there would be nothing to oppose it. D'Estaing had ulterior operations to carry out against the British West Indies, and could not afford to have his squadron disabled for a long time. If he had gone in and had destroyed Howe, the blow to us would have been great, and our respect for the French fleet would have risen immensely. Still, it was not quite a silly view, and it was the orthodox doctrine of D'Estaing's Service.

* * * *

From Sandy Hook he went on to help Washington, who was threatening our post at Rhode Island. The history of his subsequent operations till he left the coast of North America for the West Indies is a repetition of what he had done already, with differences of detail. He anchored at Gold Island, and forced our Naval officers on the spot to destroy five frigates. Meanwhile Howe had been reinforced by stragglers from Byron's squadron, all sickly and more or less damaged by gales, and by one vessel which came up from the West Indies sailing through the French unseen. He followed D'Estaing, prepared to have a stroke at him if opportunity offered. In spite of the reinforcements, the British squadron was still the weaker of the two in weight of ships. D'Estaing came out with a northerly wind, and, as he claimed, chased Howe for a day. The British admiral, being in much the same kind of position as Wellington was in the Peninsula, was equally resolved not to give battle till he could put the chances clearly on his own side. Given his skill as a manœuvrer, and the better average seamanship of his crews, he would probably have found what he sought if time had been allowed. But the fleets were scattered by a gale in which both were damaged. In the end D'Estaing went off to Boston to refit, got into an angry dispute with the Americans, and finally left for the south and the West Indies. The French and their allies were upon the worst possible terms. Two of their officers, MM. de Pléville and Saint Sauveur, were wounded in an attempt to stop a fray which arose between the French boats' crews and the Boston people. Saint Sauveur died of his wounds, and his brother officers indignantly refused a public funeral offered by General Hancock. Seldom has a dangerous crisis passed away with less injury to the side which seemed threatened by destruction. Beyond capturing merchant ships, transports, and one convoy, and forcing Captain Brisbane to burn the frigates at Rhode Island, D'Estaing effected nothing. That he did not was partly his own fault, and largely the merit of Howe; but, in the main, it was because the French fleet was prevented by internal weakness from dealing successfully with the essential strength of our own.



1.

The necessity of regular care of the teeth is absolute. To clean the teeth *daily* is of more importance than to wash the face daily.

2.

An impure oral cavity is the best incubator for pathogenous microbes, and, consequently, directly dangerous to health. Bad, uncared for teeth are a sure starting point for all kinds of distress, and especially for disorders of the stomach. Keeping the mouth pure directly induces to a general sense of health.

3.

Every man owes a debt of life-long gratitude to the medical man or the friend who persuades him to attend to his teeth.

4.

All leading specialists in the domain of dental hygienics are agreed that the mechanical cleansing of the teeth with toothbrushes, though primarily necessary, is not alone sufficient. The simultaneous use of an antiseptic mouth-wash is absolutely necessary.

5.

The ideal mouth-wash should possess the following properties:—

(a) It should be non-poisonous, and absolutely innoxious to the teeth and to the mucous membrane.
(b) It should be sufficiently antiseptic.
(c) It should have a pleasant taste and smell.

6.

The consensus of leading specialists* declares that Odol satisfies the three requirements above mentioned more perfectly than any other preparation for cleansing the mouth and teeth; for which reason Odol must be pronounced as the best of all mouth-washes at present known.

7.

Let the enormous importance of the unique superiority Odol posesses be clearly understood. While all other preparations for cleansing the teeth are effective only during the few moments of application, the antiseptic power of Odol continues gently but persistently *for hours after use*. Odol penetrates into the interstices of the teeth and the mucous membrane of the mouth, impregnating them and leaving an antiseptic deposit on the surface. In this manner a continuous antiseptic effect is produced, by means of which the whole oral cavity, to the minutest recesses, is completely freed and protected against all fermenting processes and injurious bacteria. Owing to this extraordinary characteristic, fermentation is absolutely arrested, and the sanitary condition of mouth and teeth assured.

8.

The taste of Odol is most delicious and refreshing. Odol is supplied to the public in two distinct flavours, "Sweet Rose" and "Standard Flavour." The former is delightfully mild, and in special favour with ladies, while, generally, "Standard Flavour" is preferred on account of its more expressed taste and refreshing and invigorating effect. When the teeth are cleaned with Odol the whole mouth is rejuvenated, as the body is by a bath.

9.

Considering that in the preparation of Odol only the absolutely purest alcohol, and the finest and most expensive volatile oils are used, the price (1/6 a flask; 2/6 a large bottle) must be regarded as moderate.

10.

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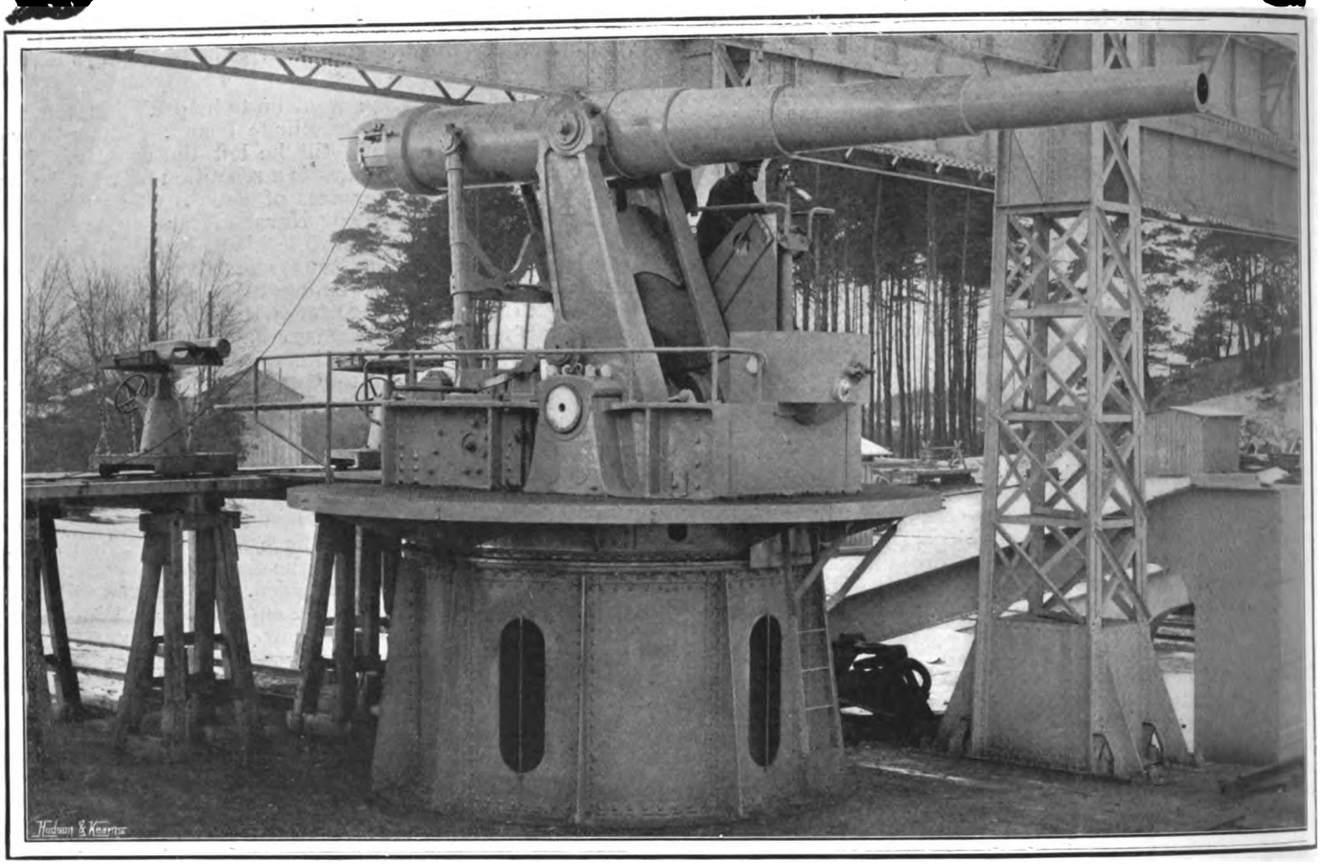
FOR HARBOUR DEFENCE.



LYING PERDU.

Krupp's 8·2-in. harbour defence gun with barbette mounting—loading position.

The Krupp barbette mounting is hydro-pneumatic. The essential principle of the disappearing mounting is that the gun, mounted on a low site, shall, on firing, recoil below the level of the projecting parapet. In doing so, the energy of recoil is absorbed, chiefly by forcing a large volume of liquid through a narrow opening or "recoil valve," but partly also by still further compressing a large volume of already highly compressed air. When recoil ceases, the recoil valve closes, and the air is retained at a very high pressure, ready to raise the gun to the firing position again after loading. No gun-pit is required with a barbette mounting, which consists of a pedestal, turn-table, chassis-rails or side-frames, and top carriage.

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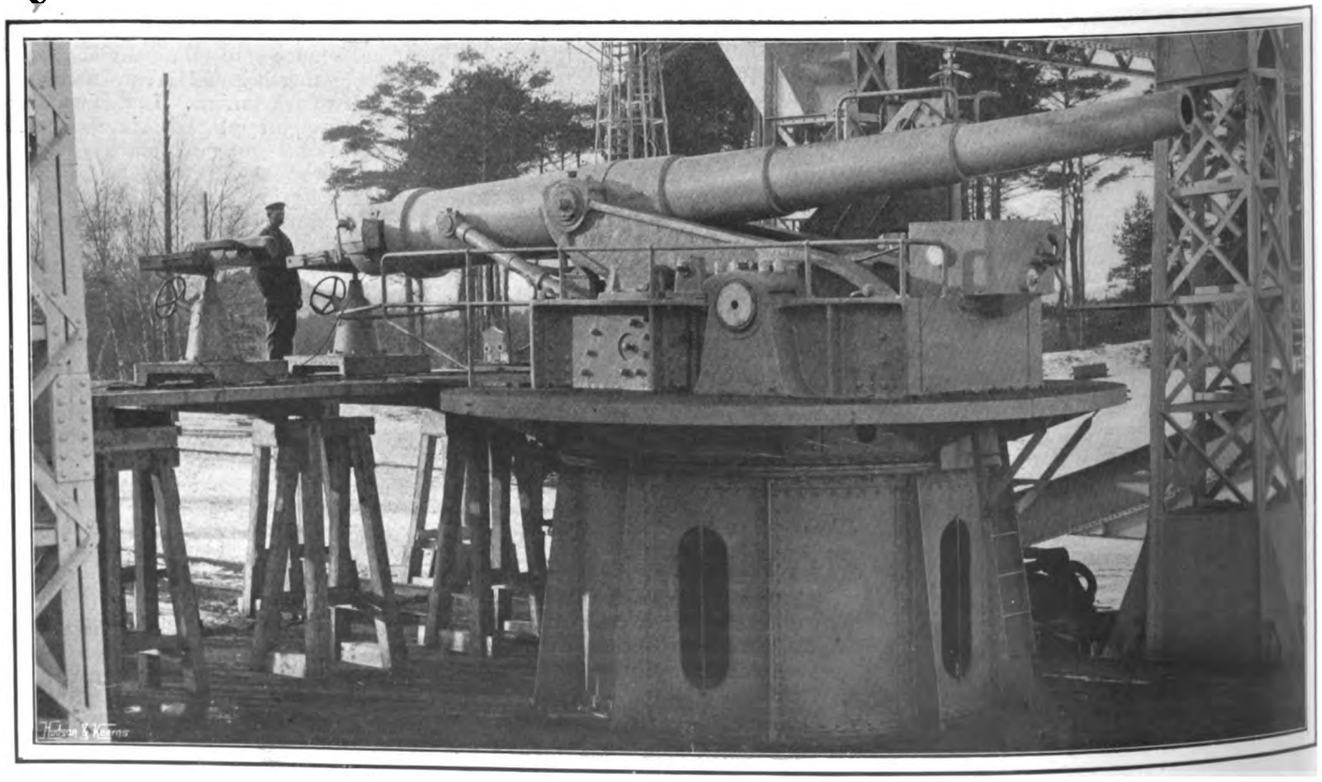

READY TO STRIKE.

Krupp's 8·2-in. harbour defence gun, with barbette mounting—firing position.

Comparing this picture with its twin it will be seen that the disappearing barbette mounting, which enables a gun of this size to assume two such entirely different positions, must be a machine almost as complicated in construction as a locomotive. Krupp's 8·2-in. harbour defence gun hurls projectiles that weigh from 249-lb. to 308-lb. Its initial velocity is 2,664-ft.-sec., and its range at 15-deg. elevation is 13,691-yds. The gun is fired by electricity.

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THE
NAVY & ARMY
ILLUSTRATED.

VOL. XV.—No. 319.] SATURDAY, MARCH 14th, 1903

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THE NEW INSPECTOR-GENERAL OF CAVALRY.

MAJOR-GENERAL BADEN-POWELL, C.B., LANDING AT SOUTHAMPTON.

No formal introduction of "B.-P." to the public is needed. A little less than three years ago the defender of Mafeking was one of the popular idols of the day, and there are few living men whose careers are more fully known. He has since organised the South African Constabulary, and has quite recently been appointed Inspector-General of Cavalry in Great Britain, an extremely responsible post, on which his originality and progressiveness will doubtless leave their mark.

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A Policy of Defence.

THERE was a combination of events on one day last week which showed up very clearly the urgent need in which we stand of a reasoned and definite Policy of Defence. If these events had been specially arranged to happen on the same day, they could not have drawn attention more vividly to that need, though their significance might have been made more apparent. Coming together quite by chance, as they did, they left a very decided impression upon those who were able to appreciate their import. But since even yet there are many who fail completely to understand the problems that have to be solved before this country, and before the Empire of which it is a part, can feel secure against external foes, it may be as well to point out exactly what these events were, and what they indicated to the thoughtful observer.

Taking them in order of importance they were:

(1) The discussion in the House of Commons upon the Cabinet Committee of Imperial Defence.
(2) The announcement that a new Naval base is to be established in the Firth of Forth.
(3) The publication of the Army Estimates for 1903-1904.
(4) The promise by the Prime Minister of a Royal Commission on the subject of our food supply in time of war.
(5) The discussion in the House of Lords upon the Army Corps scheme put forward by the Secretary for War.

Each by itself was of interest and importance. Taken altogether, and considered in their proper relation one to another, they were of the greatest moment to the nation and the British race. We have urged for years past that the most pressing need of our time is the need for a policy in matters affecting the Navy and the Army and the Defence of the Empire. Could anything show more clearly than these five events, not only the absence of any such policy, but the dangers which attend this absence?

If we had a Policy of Defence, the House of Commons would not now be discussing the constitution of a body which is about to draw it up. The Committee of Imperial Defence ought to have been in existence for many years. It is to Mr. Balfour's credit that he has seen the necessity for it now, but it is to the discredit of all the British Ministers of recent times that they failed to do long ago what Mr. Balfour has done at this eleventh hour. We hope and believe that the Committee will be of the greatest service to the country. It has been meeting regularly for several months past, and, although there are few signs of its activity so far, we do not doubt that such signs will be noticeable before long.

Possibly the announcement about the new Naval base must be attributed to its deliberations. If so, we congratulate it heartily upon a wise decision, and we congratulate the Admiralty upon its success in convincing the Committee that this new Naval base was required. If, we have seen it remarked, the Firth of Forth is the most suitable haven for the German Emperor to start from when he leaves this country for his own, it stands to reason that it must be a good starting point for any operations which might have to be directed against an enemy on the other side of the North Sea. We drew attention a fortnight ago to the advantages which flying bases have over fixed bases in actual time of war. But no one has ever contended that we require no fixed bases at all. It is, indeed, obvious that we do require them, and this one at St. Margaret's Hope will add to our defensive strength; that is to say, to our power of striking effectively with our Naval arm.

We wish that we could speak with equal confidence of the Army Estimates and of the Army Corps scheme for which they seek to provide so huge a sum of the taxpayers' money. If it could be felt that the scheme is necessary to our safety, and that this huge sum of the taxpayers' money is wanted to make our position secure, we should be the last to raise any outcry against large expenditure. Nor do we believe that any outcry would be raised. The country is content to pay whatever amount is asked for on account of the Navy. It realises that the only alternative to having a strong Navy is "going under," and, if there are any advocates of the policy of "going under," they do not make their voices heard. It would go badly with them if they did.

But one of the conditions upon which the country is prepared to spend thirty millions a year upon the Navy is that the sum spent upon the Army shall be kept down. We cannot afford—that is the long and the short of it—to be a great Naval Power and a great Military Power as well. Nor is it necessary that we should be a great Military Power as well. We must have a force of well-trained regular soldiers to "police" the Empire and to form the nucleus of any large expeditionary force that may be wanted. We must have a home force of citizen soldiers trained in the use of arms and in the conditions of field service which could at need defend our shores against a surprise raid, and which would serve to fill up the ranks of the large expeditionary force in the hour of the Empire's peril. But we cannot go on spending more upon our Army than upon our Navy unless, for the sake of doing the War Office a good turn, we are ready to pay war taxes in time of peace, and to cramp our national energy by living always beyond our resources.

As to the question of food supply in war-time, it needs no argument to convince even the least-instructed among us that this is a matter which ought to have been taken up and thought out by the Government. That it should be left to a body of private individuals to call attention to its importance is a stur upon the efficiency of our Ministers of State. A Policy of Defence would provide for every emergency that could naturally be foreseen as likely to occur upon an outbreak of hostilities.

THE RECRUITING REPORT.

THE appearance of the Annual Report of the Inspector-General of Army Recruiting is, rightly regarded, one of the Military events of the year, and one, it is almost needless to add, of peculiar significance at a juncture like the present. During the progress of the war in South Africa, or, at any rate, during its early stages, it was possible to regard the recruiting problem with comparative equanimity, since war and brisk recruiting are in this strange "nation of shopkeepers" practically synonymous. But the close of the war, the relegation of great numbers of soldiers to civil life, and the growing needs of an inflated Military system, have combined to inspire considerable anxiety as to the report on recruiting for the year 1902, while here and there it has been apprehended that the results recorded would, in effect, be utterly destructive of Mr. Brodrick's scheme. This anxiety and these apprehensions have been removed, so far as figures are concerned, by the actual Report, which shows that, as regards the Regular Army, the year 1902 was the best recruiting twelvemonth we have had since the introduction of the short-service system. The figures were 50,753, as against 47,039 in the preceding year, and a corresponding increase is shown in the case of the Militia, for which 41,486 recruits were raised, as against 37,644 in 1901. These figures are exclusive of the number raised for special units in connection with the war, and they are certainly gratifying, more especially as there are various reasons which have tended to reduce the totals, and also because the improvement which has taken place is entirely observable in the latter half of the year under review. The official presumption naturally is that the adoption of a shorter term of service with the colours, and the institution of an increased rate of pay, have led to a better appreciation of the advantages of an Army career. It is earnestly to be hoped that this is the case, although there appears to be a difference of opinion in recruiting districts on this point, and there are some officers in charge of recruiting areas who regard the improvement as a temporary fluctuation only.

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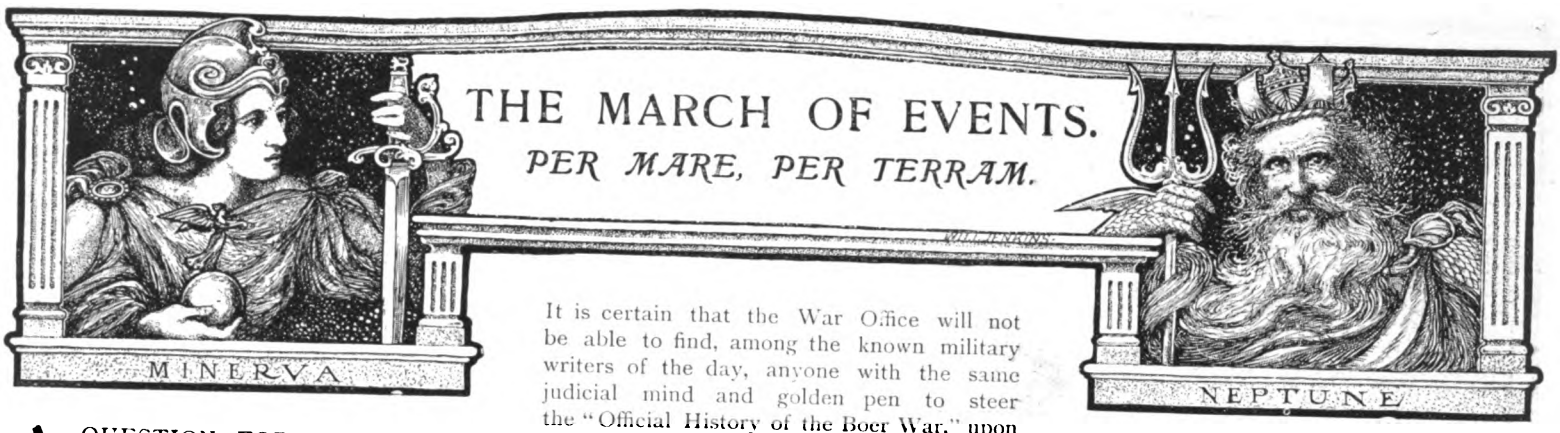
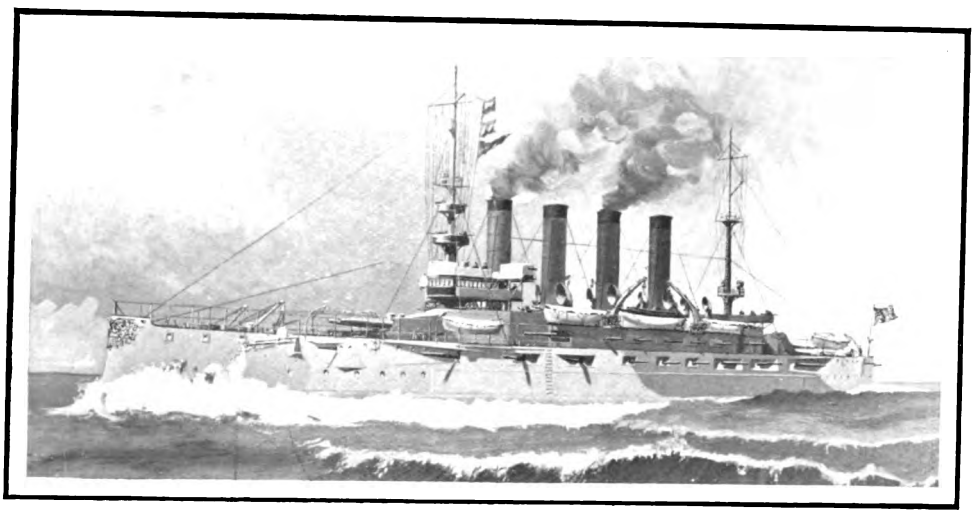


A QUESTION FOR THE NAVY.—With a demand before us for £34,000,000 in round figures for the Army, to be devoted largely to the maintenance in these islands of men intended for service abroad, but unable to leave our shores unless the Navy is in command of the sea, a question may be put to the chiefs of the Navy, the answer to which would set the whole matter of Imperial Defence in a clearer light. How soon after the outbreak of hostilities would the Navy expect to be able to guarantee the transport of an Army Corps or two to some distant scene of operations? We all know that there will be much for the Navy to do at the time and if, as has been asserted, it would be impossible for some months to send out troops in large numbers, it would be useful to know that fact. Then, perhaps, our military authorities would devise some other plan of organisation than one involving large expenditure for troops in places where they would not be required. This is a question for the Committee of Defence. It is purely a Naval matter, but one fundamental for the organisation and distribution of the Army.



From a Drawing.

THE NEW AMERICAN ARMOURED CRUISERS.
The "Tennessee" and "Washington" as they will appear when completed.

SOMALILAND AND THE VOLUNTEERS.—The War Office has acted wisely in issuing a clear notification respecting appointments to the King's African Rifles, for which, owing to the Somaliland trouble, there have of late been numerous applications. The notification contains one fact which is, comparatively speaking, new, namely, that by arrangement with the Foreign Office, by which the corps of King's African Rifles is administered, duly qualified officers of the Auxiliary Forces who have served in South Africa are now eligible for appointment. This concession should be much appreciated, for the service is one in which chances of distinction not infrequently arise, while the conditions are, generally speaking, such as to tempt the adventurous and hardy officer who has no apprehensions on the score of climate and hard work. Appointments are usually made in the rank of subaltern, the pay of which is £400 a year, and the term is for three years, with the option of an extension to five years if recommended.

THE LATE COLONEL HENDERSON.—It is impossible to overrate the loss which the Army directly, and the nation indirectly, has incurred by the death of Colonel G. F. Henderson, C.B. It is certain that the War Office will not be able to find, among the known military writers of the day, anyone with the same judicial mind and golden pen to steer the "Official History of the Boer War," upon which Colonel Henderson was engaged, into life. But it is not only as a man of letters that Colonel Henderson will be mourned. Those who had the privilege of his friendship know him to have been possessed of the largest and kindest of hearts, a man who could do no wrong. It was not generally known, but Colonel Henderson had been collecting material for many months from which to write a life of General Lee, to be a companion volume to his classic work on "Stonewall Jackson."

A VERSATILE OFFICER.—The name which heads the list of the lately-elected King's Counsel is that of Lieutenant-Colonel Alexander Glen, V.D., who is equally distinguished in legal and military circles. The son of a barrister who was the author of many standard works, Lieutenant-Colonel Glen was educated at Charterhouse and Christ's College, Cambridge, and was called to the Bar in 1873. Lieutenant-Colonel Glen first served in the Cambridge University V.R.C., in which corps he reached the rank of captain in 1872, and at the present time he is major, second in command, of the 14th Middlesex (Inns of Court) V.R.C. He has twice shot in the final stage of the "Queen's"—once at Wimbledon and once at Bisley—and was for five years Brigade Signalling Officer of the South London Volunteer Infantry Brigade. In 1875 Lieutenant-Colonel Glen married a daughter of the Rev. Charles Darby-Reade, and he is an enthusiastic golfer.

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PRINCE BORIS OF BULGARIA.
The heir to the throne.

THE GRAND MILITARY AT SANDOWN.—Since 1899 it has not been possible to hold the Grand Military Meeting, because so many of our soldiers were on active service. The gathering at Sandown Park last Friday was therefore in the nature of a revival, and as such was received most enthusiastically. His Majesty the King and His Royal Highness the Prince of Wales were present, while the Services and the general public were represented by unusually large numbers. The weather was all that could be desired, and the course was in good order, though the going was a little heavy. All things seemed to promise well, but, unfortunately, the racing was decidedly tame. There were plenty of horses entered, but for one reason or another only a few faced the starter for each event. The King's horse, Ambush II., proved a failure, since he was placed third for the Gold Cup, for which only four horses went to the post, Major E. Loder's Marpessa winning easily. One feature of the meeting, which promises well for the future of horse-racing, is that so many owners rode their own horses, and that even in the open events the amateur riders more than held their own against the professional jockeys. It is gratifying to see your own horse win, but the pleasure is not to be compared for a moment to the triumphant joy of steering that same horse to victory. If it were more common for gentlemen to ride their own horses, doubtless that in itself would do much to revive the former glories of steeplechasing.

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THE TROUBLES AT MUSCAT.

A view of the Western Fort from the sea.

OUR SUPPLEMENT.—With this number of the NAVY AND ARMY ILLUSTRATED we are presenting a four-page supplement illustrative of that wonderful colony New Zealand, to which we cannot too often draw attention, and to which all those who are contemplating emigration should turn their thoughts. There are, thanks to the energetic policy of the Government of New Zealand, great possibilities for all who care to try farming out there, and the fertile nature of the land, combined with the excellence of the atmosphere, should tempt many who find the Old Country too crowded for them. And to the moneyed traveller great attractions are offered, far surpassing anything that Europe can give in the way of scenery and natural grandeur.

THE 3RD MIDDLESEX R.G.A. VOLUNTEERS.—At the Queen's Hall on Wednesday of last week the Prince of Wales, the honorary colonel of this regiment, presented prizes and medals to those who had won them. Subsequently His Royal Highness made a short speech, in the course of which he referred to the annual report which had been presented to him. It was gratifying to learn, he said, that there have been comparatively few resignations during the year, although, as regards both officers and men, the corps is below its regular establishment. He congratulated the corps on the numbers it sent to South Africa during the war, and stated that he was proud to be honorary colonel of such a smart regiment, and that he would always take the greatest interest in the corps and its welfare. Colonel Reid having thanked him His Royal Highness left amid loud cheers. A concert was subsequently given by members of the corps and their friends.

GERMAN ACRIMONY.—The subdued German rage at our intended Naval base in the Firth of Forth has not surprised anybody. Our Teutonic friends should remember that an expanding Fleet requires expanding accommodation, and that the British Fleet must have accommodation where it will be most serviceable. The Germans themselves have changed the distribution of forces, and have dictated the selection of a site on the East Coast. Thus the dignified and scornful self-satisfaction of the *Vossische Zeitung* and other organs is misplaced. There was no disposition to consider our susceptibilities when Wilhelmshaven was established, and the Germans did not hesitate, in the preamble of their Navy Act, clearly to designate the British Navy as that which they had it in view to rival. Point was given to their practical measures by the vigour of their denunciatory language during the late war. Enmity with Germany is the last thing we desire, but we are not so foolish as to take no measures for our safeguard. The Kaiser's subjects happily are sensible people, and will recognise their acrimony to be unjustified. Professor Delbrück cannot convince us that our imminent danger is from the great Transalantic Republic.

GEOLOGY AT ADEN.—It is difficult not to sympathise with the indignation which was caused the other day at Aden by the gentle treatment accorded to the Russian "geologist" who, in pursuit of his harmless vocation, was thought to be investigating certain important details connected with the Aden defences. Geologists belonging to foreign war-ships who allow themselves to be caught in such extremely suspicious circumstances can in no case complain if their actions are very unfavourably viewed, and the authorities at Aden would have only been following numerous Continental precedents if they had clapped this gentleman into prison, and declined to allow him to return to his ship until his attempt to enter British fortifications had been much more satisfactorily explained than appears to have been the case. The leniency we display in such matters is most injurious, as it not only brings us into contempt, but encourages espionage of the mean sort which takes advantage of international hospitality.

Photo. Russell.

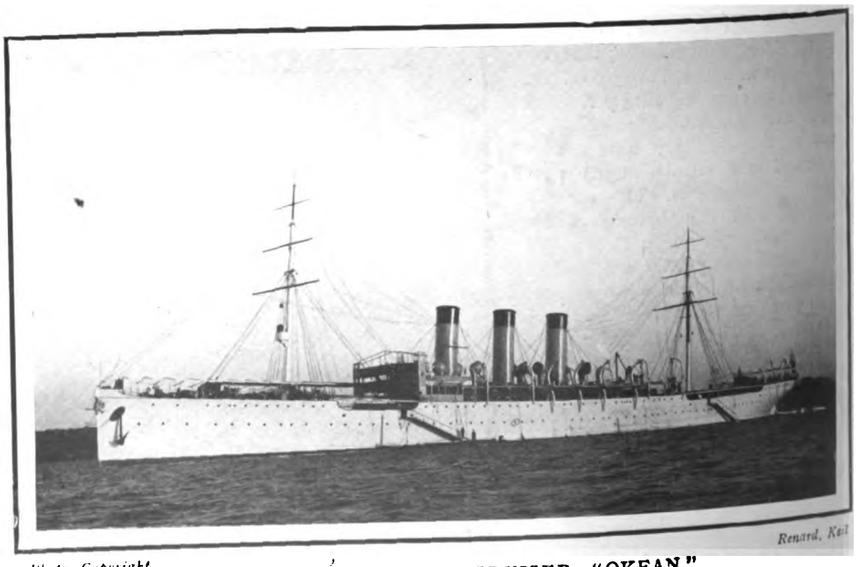
VICE-ADMIRAL ERNEST RICE.

The new Superintendent of Naval Reserves.

THEN AND NOW.—In these days when the march of events is bringing about something of a *rapprochement* with France, it is interesting to remember that just a hundred years ago the cloud of war was hanging over the two countries. Napoleon had categorically demanded the evacuation of Malta, and his famous conference with Whitworth in his cabinet at the Tuileries had just taken place. Where, now, are the tremendous interests that let slip the dogs of war? The Ligurian Republic, the cession of Louisiana, the mission of Sebastiani, the partition of Germany, the subjection of Spain, the ambitions in India and Egypt, remain only in the written page. The British Empire is one of the few permanent elements that stood the shock, and that has ever since existed by virtue of being a Sea Power. This is a thing good to remember at the present time.

LORD KITCHENER'S STAFF. — In last Friday's *Gazette* the appointments to the Personal Staff of the Commander-in-Chief in India were notified, and the official announcement is a pleasant reminder of Lord Kitchener's tendencies as regards his habitual *entourage*. It would be difficult to imagine a Personal Staff more thoroughly representative of practical warfare.

RACQUETS IN THE ARMY.—Year by year racquets seems to become a more popular game in the Army. There were no less than thirteen entries for the Grand Military Championship Challenge Cup. Never before have so many competed. Last week Captain S. H. Sheppard and Captain H. B. Lathbury, of the Royal Engineers (Chatham School of Engineering) won their four heats, and thus qualified themselves to meet Messrs. Balfour Bryant and P. Balfour, of the 2nd Battalion Highland Light Infantry, who are the present holders of the trophy. Throughout the whole contest the play was a good deal above the average, but the Engineers easily proved their superiority over all comers. The only opponents who gave them any trouble were Captain S. E. Holland and Captain P. R. Creed, of the 2nd Battalion Rifle Brigade, but even against those masters of the art they won by four games to two. When, however, the Engineers met the holders of the Challenge Cup, the tables were turned, and the 2nd Battalion Highland Light Infantry had the honour of retaining the much-coveted prize for the Doubles. This week the matches for the Singles Championship are to be decided, and as many of those who took part in the Doubles are engaged, there can be no doubt that some hard-fought contests will be witnessed, and the excellence of the play in the Doubles is a guarantee that there will be no lack of skill.



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THE NEW RUSSIAN CRUISER "OKEAN."

Which is to be used as a training-ship for stokers.

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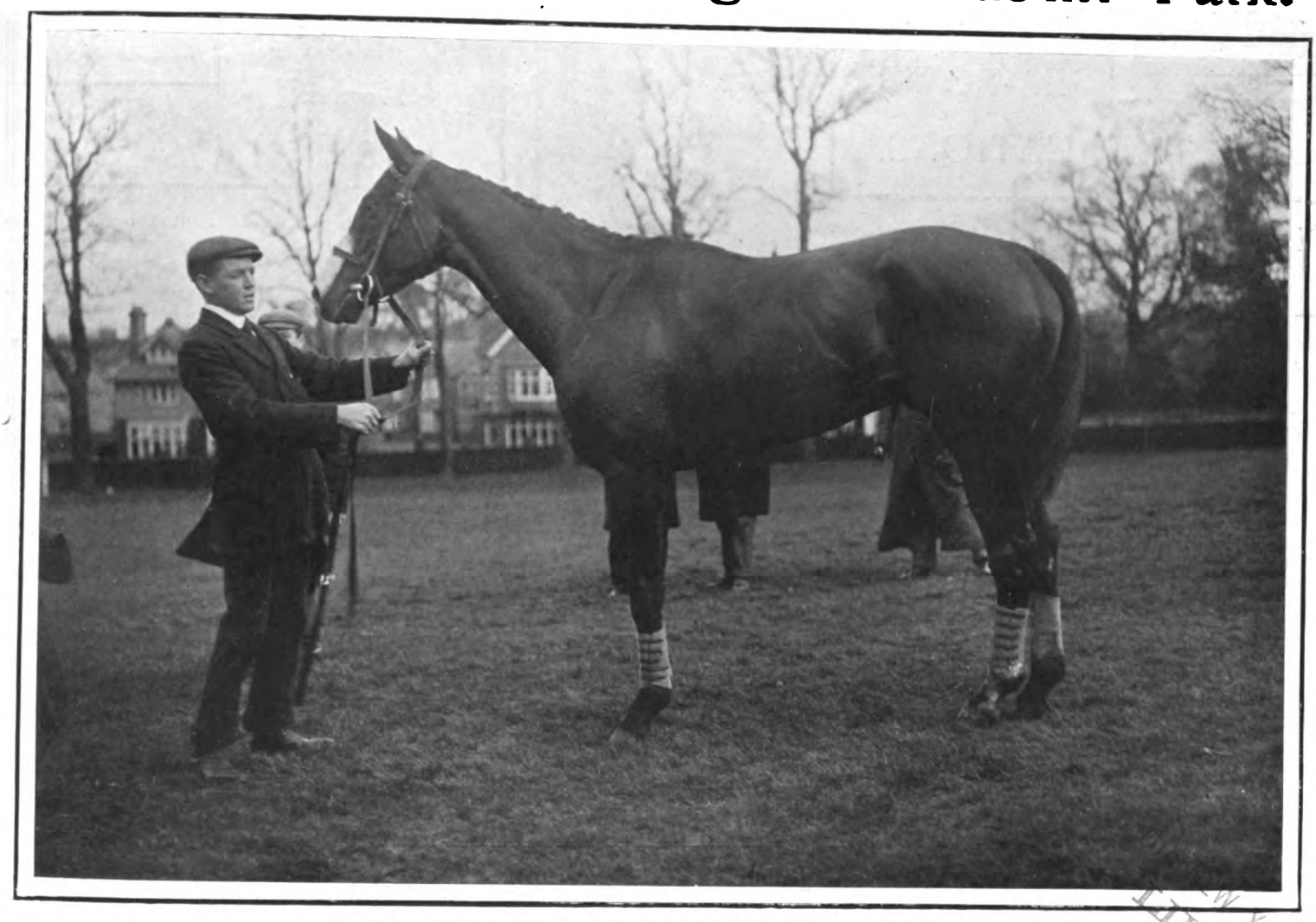
Grand Military Meeting at Sandown Park.



MAJOR EUSTACE LODER'S MARPESSA.
Winner of the Grand Military Gold Cup.

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IN THE PADDOCK.
Waiting to see the King's horse, Ambush II.

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THE SEA-POWER OF THE NATIONS.

A Record of Policy and Progress from Week to Week.

IT is not inappropriate to note in this place that the new volumes of despatches and papers relating to the Indian Mutiny, selected by Mr. G. W. Forrest, C.I.E., mainly from the military archives of the Government of India, contain the materials for a fairly complete narrative of the services of the "Shannon's" Naval Brigade, under that brave and greatly esteemed officer, Captain Sir William Peel. The two volumes relate wholly to events at Lucknow and Cawnpore, in which the Naval forces did memorable work, while their leader won undying fame. Sir Colin Campbell, speaking of the attack on the Shah Nujjeef, said that Peel led his heavy guns within a few yards of the building to batter the massive stone walls—in "an action almost unparalleled in war"—behaving very much "as if he had been laying the 'Shannon' alongside an enemy's frigate." And again in a general order the Governor-General said that "on every occasion in which danger was to be faced and difficulty overcome, Captain Peel, R.N., was foremost in intrepidity and resource." The gallant officer was wounded at Lucknow, and died from sickness at Cawnpore, and as the Governor-General wrote; the loss of his daring but thoughtful courage, joined with his eminent abilities, and of the "influence which his earnest character, admirable temper, and gentle kindly bearing exercised over all within his reach," was a heavy one for the country. There are happily still with us two officers of renown mentioned in Peel's roll of honour—"Lieutenant Nowell Salmon, an excellent officer; distinguished himself; was severely wounded and named for the V.C.; recommended for promotion"; "Lord Walter T. Kerr, Midshipman; had an independent command; is very highly recommended."

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CAPTAIN G. NEVILLE, M.V.O.
Commanding the "Mars."

Shall all Men Starve?—The want of food for its millions, home grown and secure, is now the demonstrated weakness of the British Islands. We do not fear invasion, nor apprehend Imperial collapse; nor does the British heart falter in any way whatever. But we are asking that the Government will take steps to guarantee our daily food. The Navy has proclaimed through its spokesmen that it will not be responsible for a rise in prices. Not perhaps, immediately, but very soon after the outbreak of war, it will establish control of trade routes, and practically command the sea. We must not expect more than that. There the Naval function ends. But who is to establish control of such as would act in restraint of trade, and who command the supplies of food? How shall the natural rise in prices, due to the greater demand for foodstuffs, coinciding with a dislocation of industries, be provided for? An answer to these questions must the Government discover. The Navy will answer for the rest. The Fleet must be present in every sea which British ships traverse. The Fleet, when all has been said, is the bond of everything. By convoy and patrol it will make the trade routes almost as secure as they are in peace to-day, and the country must see to it that the Navy is sufficient and efficient for all the demands which will be made upon it in the terrible time of war.

Let us Increase the Navy.—The reflection that arises from these considerations is that further additions to the Navy cannot be delayed. It has been demonstrated by the manœuvres of every Power that the number of cruisers usually allotted to battleship squadrons is inadequate, and this country, with its vast ocean trade and food supplies to protect must be very liberal in the matter. Those cruisers whose work lies with the squadrons will form a distinct force altogether from those engaged in the work of convoy or patrol. It is necessary therefore to press for a consistent and unbroken policy in the multiplication of cruisers. They are very numerous already, but far from being numerous enough. In the matter of battle-ships we are still well ahead of our rivals, but, looking into the future, it is easy to see that our advantage is likely to be diminished. Two battle-ships were in the programme of 1902-3, but it will afford a measure of the growing expansion of other Powers if we remember that the Americans intend to make provision for five battle-ships in the present year. Exclusive of torpedo craft, we launched in 1902 ten war-ships, displacing in all 102,600 tons, France four, of 42,600 tons, and Russia five, of 53,400 tons. Thus the output could not be considered unsatisfactory, but there are unmistakable signs, from the vessels now being laid down abroad, including two for Russia added to the six she has in hand, that the conditions are changing rapidly.

Admirals All.—The final doubt as to the new scheme of Naval training was swept from the minds of many by Lord Selborne's breezy statement. It was obvious to all who could look ahead and realise the conditions which will have been developed eight or ten years hence, that it would be impossible to bar the way of any officer to the highest ranks of the Navy. Now we are assured that the rigid barriers will be broken through. The youths who have the same origin and training, who are nurtured in the same school, and cherish the same hopes and desires, will not any of them be subjected to hardship. The specialised engineer, if he should so wish, may "make perforce his merit known," and if his merit should lie in the executive direction there is no reason why he should not attain executive command. So far all is well. There remains a matter which the Admiralty may be credited with having provided for. It will restrict selection, we suppose, to those who display some particular ability. It will not open the door for all to do as they please. That would lead straight to the very result which the Americans deplore—a loss of real personal interest in the engineering branch of the profession. We must have engineers whose life-aim is to excel in their own particular branch.

JOHN LEYLAND.

◆ ◆ ◆

J. LEWIS.—With reference to your enquiry *re* the West Somersetshire Yeomanry Cavalry, which, by the way, is now known as the West Somersetshire Imperial Yeomanry, the headquarters of the regiment are at Taunton. The following articles of outfit would have to be purchased by those joining in the capacity you mention: Khaki serge tunic and breeches (regimental pattern), slouch hat, forage cap, Stohwasser's gaiters, brown boots and hunting spurs, mess kit, cloak or mackintosh, and saddlery. The pattern for all these articles may be seen at Hawkes's in Piccadilly. They are not at all like those of the 10th Hussars, and your information regarding this is inaccurate.

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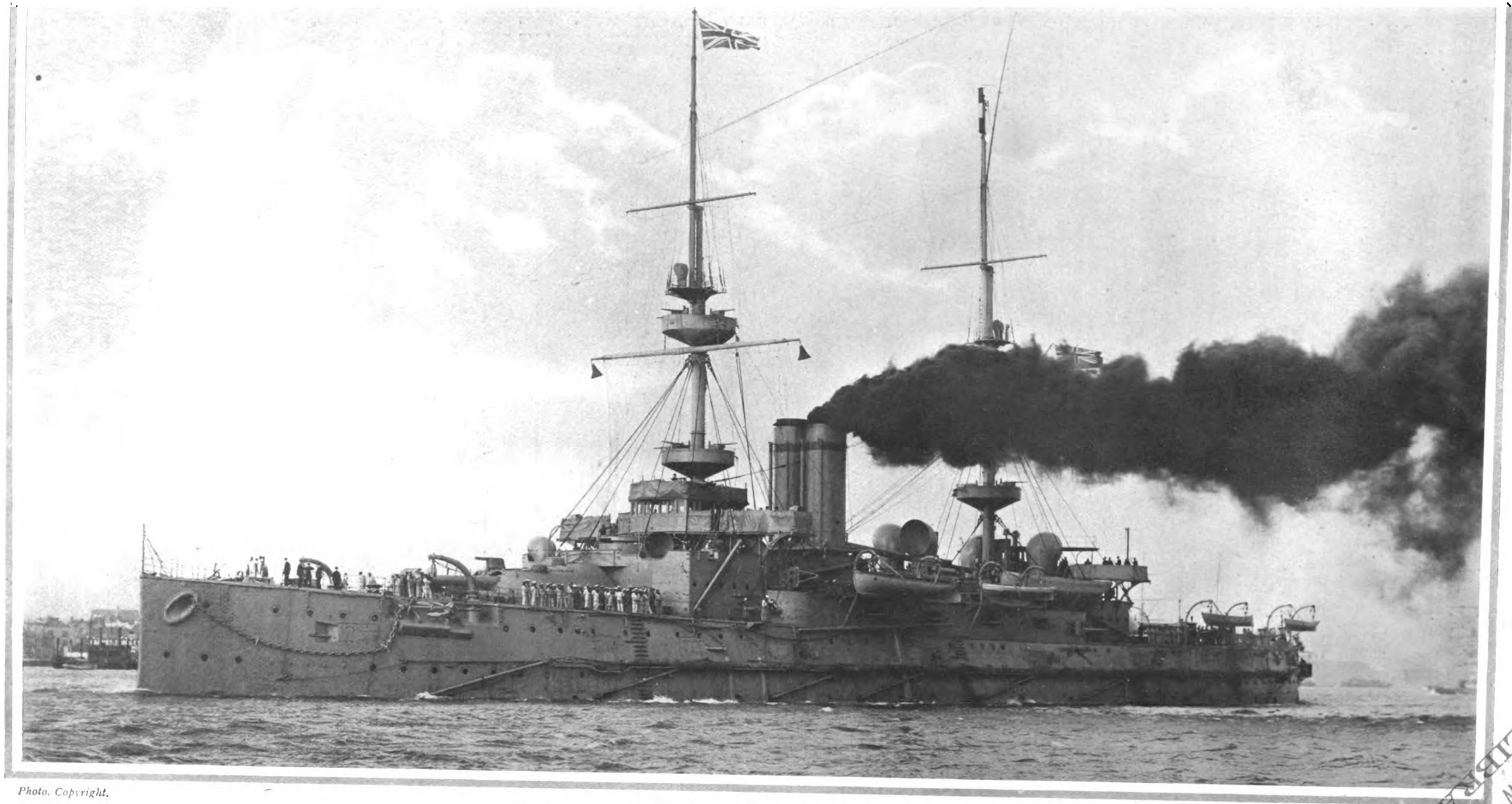

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THE FIRST-CLASS BATTLE-SHIP "MARS."

One of the six sister ships which form the backbone of the Channel Squadron.

The "Mars" was laid down at Birkenhead in June, 1894, and launched on March 30, 1896. Over all she has a length of 413-ft., and a beam of 75-ft. On a displacement of 14,900 tons she carries engines built by Laird, developing with forced draught 12,000 h.p., steam being supplied by eight marine (or Scotch) boilers. The speed attained on her trials was 17·5 knots. Her armour consists of a partial 9-in. Harveyed belt, 16-ft. broad and extending over about half her length. The bulkheads have 14-in. armour, the barbettes being protected by a similar thickness. The twelve casemates, in which are placed 6-in. quick-firers, have 6-in. protection, while the protective deck varies in thickness from 2½-in. to 4-in. In addition to the 6-in. guns mentioned, there are four 12-in. (46-ton) wire-wound breech-loaders, sixteen 12-pounder quick-firers, and twenty-two smaller pieces. Four of the five 18-in. torpedo-tubes are submerged, while three of the steam-boats are fitted for 14-in. torpedoes.

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ROUND THE MILITARY CLUBS.

What Soldiers are Thinking, Saying, and Doing.

By RANGE FINDER.

ONE of the most direct tributes to the personal bravery of an individual is the story told with regard to Captain Maxwell, Lord Kitchener's A.D.C., and Christian De Wet. It will be remembered that young Maxwell, who is really only a subaltern in the Bengal Lancers, won his V.C. at Sannah's Post, when serving with Roberts's Horse. The conspicuous gallantry which brought him this coveted decoration was in connection with the saving of the Q Battery guns. If it had not been for Maxwell, at least one more of the guns would have fallen into the Boers' hands. It so happened that when De Wet came with the members of the Peace Delegates to Pretoria to visit Lord Kitchener, Maxwell was A.D.C. in waiting. When he was about to show De Wet in, that leader stopped Maxwell and said, "Your face is familiar; where have we met before?" Then suddenly recollecting, he continued, "Were you at Sannah's Post?" Maxwell answered in the affirmative. "Then I know you," said De Wet. "You are the officer my burghers could not shoot. I offered the man ten pounds who would bring you down." If that is not a hall-mark upon the recipient of the Victoria Cross, I do not know what is.

Long-range Gunnery.—It is well known that, when Naval and Military gunners meet on shore, considerable rivalry exists in the comparison of the different methods of gunnery. This was true in the day when Peel dragged his guns across the arid plains of Northern India, and was similarly apparent in the late war in South Africa, where seamen and soldiers came into even closer contact. It has constantly been said that the Naval Contingent in Ladysmith, while they gave great confidence by their presence, never brought off any great results by their shooting. The soldier gunners give as a reason for this the fact that they did not make sufficient use of the range-finding mechanism with which science had furnished them, and preferred to trust to sighting shots. As a matter of fact, the Naval gunners in Ladysmith made a very considerable discovery in long-range shooting in South Africa. They found that at long ranges cordite was a very treacherous customer, that the measured range was not a trustworthy guide to the accuracy of the projectile propelled, since the atmosphere seriously affected the explosive. In fact, at 8,000-yds. the range would vary several hundred yards between early morning and midday.

SCIENCE IN WARFARE.
A latter-day type of war balloon.

The Cockney versus the Country Lout.—Recent articles on the subject of the material from which the British soldier is recruited have tended to the theory that the country-bred man makes a better modern soldier than the cockney. I must say that I entirely disagree in this theory, and I believe that military opinion will bear me out. The very men and pampileteers who say that the cockney is unfit to make a soldier, or rather that he is inferior to the country-bred man, are those who always cry for better intelligence in the rank and file. Now, anyone who has commanded both classes of recruit knows that although you may get better physique out of the country lout, yet all the smart and best non-commissioned officers come from the town-bred soldiers. Take it in regiments. What better battalions have been in South Africa than the Rifle Brigade, the battalion of King's Royal Rifles which was at Spion Kop, or the Royal Fusiliers? They are all ultra-cockney regiments, and have a much higher standard of mental activity and shrewdness than the purely country battalions. No; the theory that the gutter-snipe will not develop brains will not hold water. With good and regular living he will develop into a far more useful soldier than the "lout" for modern war purposes.

Manœuvres.—I understand that Lord Roberts is determined to hold very sensible and useful manœuvres this year. But however determined the kindly little gentleman may be, the manœuvres cannot be really useful until we pass a really comprehensive "Manœuvre Act." The Act of 1897, which is the one in force, in no wise meets the demands. Although I have no legal mind, yet a perusal of the Act leaves it tolerably clear to my mind that any landowner so minded can prevent troops from passing over his land if he so wishes. And, as we have been told by Kipling, the national security of this country is nought in comparison with the value of the birds which furnish a pastime for the rich. My idea of really valuable manœuvres is that we should concentrate one army at, let us say, Plymouth, and the other somewhere in the North; let them be a hundred miles apart, each with orders either to evade the other or to destroy it, and then let them find each other or evade each other, or do something which can give a line as to the skill and ingenuity of the directing mind.

A Choice of Manœuvre Area.—It will be seen by the public notification which has been made of the intention to hold manœuvres in the autumn, that the scope of the operations will practically be confined to the Government lands in Wiltshire, and we shall finish up the five days' manœuvring with a grand march past on Salisbury Plain, as of yore. This is not really a profitable expedient, as I have said in the preceding paragraph. Every soldier will know how to manœuvre over open country. It is the handling of troops in enclosed areas that we should teach our senior officers. Some interesting experiments were recently tried at Middelburg in the Cape Colony, by an officer who had been a successful column commander during the war. He sent out small parties of the cavalry regiment he commands under a smart officer, and told him to operate against the advance of the regiment, after the manner of Boers. The regiment marched out 400 strong, with forty skirmishers prepared to oppose them.

Boer Tactics.—The larger force, as soon as it moved, found that it was being sniped (with blank) from every direction, even before it was past its own outpost line. The officer in command immediately found himself faced with the same difficulties which had always beset him during the war. The persistent sniping mystified his patrols: by the time that he had advanced an hour patrols had reported to him that the enemy were four times as strong as he knew them to be, and, altogether, the invisibility of the enemy and their extended front completely nonplussed the advance. These manœuvres seem to me to be most instructive, for it shows that the despised "Thomas A." can play the game which the Boer practised with such success, as well as "brother." Also, to my mind, it goes far to prove the theory that in future warfare it will not be the great armies which will reap all the success, but the skilfully-handled smaller forces, which, by mobility and intelligence, will make the larger forces believe that they are opposed by a really big force. It is this same theory which one finds underlying all the teachings to be found in the writings of General von der Goltz.

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FROM THE HOUSEHOLD BRIGADE.

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FOUR OF THE BEST.

A smart quartette of Scots Guardsmen.

Here are four modern representatives of a grand old corps which dates back to November, 1660, when its first two or three companies were formed in Scotland under command of the Earl of Linlithgow. Now a splendid regiment of three battalions, it has lately added South Africa to a notable list of campaigns in which it has figured with glorious distinction. Our picture shows a colour-sergeant, a corporal in marching order wearing a marksman's badge, a drummer with the South African medal and three clasps, and a private in the smart white undress jacket of the Guards.

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THE BATTLE-ROLL OF EMPIRE. II.

MANY are the famous fights of the British Fleet, and great has been their influence on the destinies of the Empire; but hardly another had greater influence on our destiny than that which we are here going to describe. It was a "timely" victory, as men said at the time, but it was more indeed than that. It made it possible for England to recover the command of the Mediterranean, of which she has never loosened her hold since.

In February, 1797, a number of untoward events had compelled the British fleet under Sir John Jervis to evacuate the Mediterranean. Bonaparte's successes in Northern Italy, the defection of Naples, and the alliance of Spain with France against us, so alarmed the British Government that they ordered the Mediterranean Fleet to withdraw to the Tagus. This the British admiral did at the end of the year 1796, having only ten ships of the line at his disposal, owing to various misadventures. France and Spain had between them at Toulon and Cartagena upwards of forty ships. Such was the state of things when, in the first week of February, 1797, Sir John Jervis put to sea from the Tagus, to convoy a fleet of Portuguese merchantmen for the Brazils outside European waters.

At the same time a Spanish fleet of twenty-seven ships of the line sailed from Cartagena for Cadiz to pick up reinforcements and push on to Brest to join a Dutch squadron, due on the arrival of the Spaniards. Acting with the French Brest fleet, the combined force was to convoy French troops across for a general rising in Ireland. But a Levanter, as the Dons were nearing Gibraltar, forced the Cartagena fleet far out into the Atlantic, whence they had to beat back across the course on which Jervis himself was also returning for Cape St. Vincent. Since leaving the Tagus, also, five line-of-battle ships from the Channel Fleet had joined Sir John Jervis.

Jervis's fleet on the afternoon of February 13 first received news of the enemy, and the signal "Prepare for action" was hoisted on board the flag-ship "Victory." "The fate of England," it has been said by a famous writer, "depended on those fifteen ships." Our national position at that moment was fraught with grave peril; everywhere was despondency, difficulty, and gloom. Consols at 51, cash payments about to be stopped at the Bank, Ireland on the brink of rebellion, and a French expedition for Ireland under orders to sail.

The morning of the battle (February 14) came. There was a haze over the sea until nine o'clock, shutting out all view of the Dons from the British flag-ship. Then, just at nine, the signal guns of the "Culloden," Jervis's leading ship, reporting the enemy's presence, were heard. The admiral at this moment was pacing the flag-ship's quarter-deck, with, at his side, Captain Hallowell, an officer who for the time was on board the "Victory" as the guest of the Commander-in-Chief. Near by, watching the signalman, stood the Captain of the Fleet, Captain Calder, a dry, matter-of-fact Scotsman.

Calder, as the look-out ships reported the enemy, on the fog lifting, personally notified the numbers to Jervis.

ADMIRAL SIR JOHN JERVIS.

"There are eight sail of the line, Sir John!" he first said.

"Very well, sir," was the reply.

A little later the flag captain said: "There are twenty sail of the line, Sir John!"

"Very well, sir," again.

Then, "There are twenty-five sail of the line, Sir John!"

"Very well, sir," was all the Chief said.

"There are twenty-seven sail of the line, Sir John!"

"Very well, sir."

Calder added that the odds seemed very great.

At that Jervis turned abruptly. "Enough, sir," was his rejoinder. "If there are fifty I will go through them!" a reply that so excited the officer who was walking with Jervis, that he swung round, and, forgetting all decorum, slapped the admiral on the back, with.

"That's right, Sir John. By G—d, we'll give them a d—d good licking!"

By eleven the fog had gone and the Spaniards could be seen clearly, "a forest of masts huddled together." They comprised one four-decker, six three-deckers, two 80-gun ships, and eighteen 74's. They were sailing in two groups. The larger set—to windward—consisted of twenty-one ships. They continued to stand before the wind, which was west by south for Cadiz. The smaller group—to leeward—was some way from the main body, but they headed back to try and rejoin their consorts. To prevent their rejoining was Jervis's business. All three sets of ships were now racing for the same point.

Troubridge, in the "Culloden," 74, began the fight, on the stroke of noon. Obeying a signal from the "Victory" to break the enemy's line and attack from leeward, he closed on the rear of the Spanish weather division, opened fire, and stood in to pass between two three-deckers, which closed the rear of the Dons' main body. The Spaniards, going before the wind, had as we advanced worked ahead and across our course. There was, however, little room for the "Culloden" to pass between the two big Dons, and a collision seemed certain. So, too, his first lieutenant reported to Captain Troubridge. "Can't help it, Griffiths!" was the reply. "Let the weakest fend off." The "Culloden" held on until quite close, and then in quick succession two double-shotted broadsides, "fired as if by a seconds' watch," were poured into the

A "Timely" Victory of the British Fleet.

February 14, 1797.

nearest Spaniard. It threw the big Don into confusion. She went about, and, her guns on the other side not being ready, was unable to reply with a single shot. At once the "Culloden" burst through the Spanish line. After the "Culloden" the other ships came on in succession to tack and range after her, and engage as the enemy were laid alongside.

All was plain sailing until the "Victory," Jervis's flag-ship, neared the point where the ships ahead of her had tacked. At that moment the Spanish division which had been to leeward reached the scene. Their leader, a big three-decker, the "Principe d'Asturias," flying a commodore's broad pennant, came on as if determined to break Jervis's line. She stood on until within pistol shot, then, suddenly, the great Don checked her way. The "Victory" backed her maintopsail, and her so doing seemed to paralyse the Don. The Spanish commodore put his helm down and let his ship go round without touching brace or bowline. He fired his starboard guns, but so badly that not a shot touched the "Victory." It was now the "Victory's" turn, and she got her reply home. Bringing her guns to bear on the "Principe d'Asturias'" quarter, the "Victory" with lightning rapidity poured in two concentrated broadsides in quick succession. The hail of shot swept the Don's decks and scared those on board into utter panic. As her sails filled on getting round, the "Principe" squared yards and ran away clear out of action, followed by the other ships of the Spanish lee group.

It was after this that the event happened which to most of us is the crowning glory of St. Vincent: Nelson's feat. The course of the battle having brought the head of the Spanish main body clear of Jervis's line, the enemy saw a chance of working round the British rear to join the part of their fleet to leeward. Nelson, whose ship, the "Captain," a 74, was third rear ship in the line, realised what the enemy were after. Without asking or waiting for orders, Nelson wore out of the line and placed the "Captain" right across the course that the Spanish ships were taking. The audacity of the move staggered the Dons, and then Jervis himself, seeing Nelson's move, made signal to the two ships next the "Captain," the "Diadem" and Collingwood's "Excellent," to support Nelson. The Dons were thus gripped fast in van and rear, doubled up. Though everywhere they fought their guns valiantly, they were thrown into hopeless disorder.

It was in the last stage of the battle that the "Captain," after being crippled and dismasted by fighting the great four-decker, "Santissima Trinidada," achieved her immortal feat of boarding, single-handed, two Spanish ships. Dismasted, and with exhausted magazines, Nelson let his ship collide with the "San Nicolas," of 80 guns, carried her by boarding, and, on her surrender, led his boarders into a second ship that was found to be the "San Nicolas," the big "San Josef," of 112 guns.

The battle went on till four o'clock, when at length Jervis decided to rest satisfied with his day's work. He signalled to cease fire and

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THE "VICTORY" REPULSING THE SPANISH COMMODORE.

The "Victory," with her maintopsail aback, passing under the stern of the Spanish three-decker the "Principe d'Asturias" and pouring in a double broadside.

Drawn for "Navy and Army Illustrated" by Charles J. De Lacy.

form line between the enemy and the four prizes we had then in our hands. So the battle ended.

When the news of "this most timely of victories" arrived in London, says Captain Mahan, "most men did not care to think. It was enough for them that fifteen British ships had dashed into the midst of twenty-seven enemies, had collared and dragged out four of the biggest, and severely handled the rest. It was enough to hear that the crew of one British 74, headed by a man whom few out of the Navy yet knew, had, sword in hand, carried first a Spanish 80, and then another of 112 guns. With such men to rule the Fleet, and with Pitt at the helm of State, they thanked God, and took courage."

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SPORT AND PASTIMES.

QUITE a new form of sport was witnessed last week at Rickmansworth. It was found impossible to capture the herd of red deer purchased at the sale of the late Mr. Panmure Gordon's effects by ordinary methods. Finally it was decided to employ two cowboys from Buffalo Bill's Wild West Show. In due course these experts arrived on the scene, but even to them it was no easy matter. The deer were enclosed in a large field and were driven round until they passed within reach of the 30-ft. ropes of the cowboys who lay in wait for them behind small clumps of trees. A stag with magnificent antlers was the leader of the herd, and an excellent general he proved himself to be. The first time he came within reach of his would-be captors the lasso curled out just in front of him, forming a loop that it seemed impossible for him to evade, but the splendid animal, gathering himself together, jumped right over it and continued his wild career. Next time, however, the cowboys outwitted him, waiting until he had cleared a small obstacle, when the rope uncoiled with wonderful precision right in front of him, just as he was about to rise for another bound, and he, of necessity, jumped into the fatal noose. A quick jerk of the rope brought him down, and very soon his four feet were bound together and he was ignominiously carried away to the van which was waiting to transport him to his new home. The same process was gone through with the others, and very exciting work it was. The cowboys, although masters of their art, found all their work cut out for them. One remarked, "Wal, I guess this is about as hard as roping jack rabbits." However, they finally accomplished the task very satisfactorily.

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THE 1ST SCOTS GUARDS FOOTBALL TEAM.

Those in plain clothes are Captain and Quartermaster G. Payne, Colonel W. P. Pulteney, D.S.O., and Lieutenant and Adjutant T. H. R. Bulkeley.

International Football.—However strong a football team may be, there is no getting away from the fact that unless they have a reasonable amount of luck a much weaker side may very possibly beat them if the fickle goddess favours, as she is said to do, the weaker. The Association match between England and Wales, played at Portsmouth last week, was a very marked example of this. The Welshmen were superior in almost every respect. Their play right through was marked by wonderful precision in kicking and passing, while they frequently showed that they had the legs of the Englishmen; but notwithstanding all this, England won by two goals to one. No doubt a great deal of credit for this result is due to Sutcliffe's goalkeeping, but even the very best goalkeeper cannot be expected to resist such vigorous and constant attacks as the English goal was subjected to unless he is favoured by fortune. This brings up the question of the value of International matches, where each team only meets its opponents in one game; the result may not absolutely settle the relative merits of the competitors, but it is difficult to see how the matter can be amended. With so many league and cup matches it would be impossible to get together representative teams if the number of games were to be increased.

Capping in the Hunting-field.—The practice of collecting a subscription from each man who attends a meet of foxhounds, and who is not a member of the Hunt, has come in vogue, but it has met with a considerable amount of opposition. There is a commercial spirit in it which is quite contrary to the traditions of the "King of Sports." On the other hand, it is only fair that those who enjoy the fun of riding to hounds across other people's land should contribute something towards the maintenance of the Hunt. How great the cost of keeping a pack of foxhounds is only the Master thereof can tell. It has been estimated at £650 for each day in the week that hounds are out, and there can be little doubt that this is well within the mark, in fact, it is safe to say that there is no first-class pack in England hunting three days a week which does not cost considerably more than £2,000 per annum. That this large sum should come out of the pockets of the members of the Hunt while anyone who can procure a mount is at liberty to enjoy the same amount of sport is distinctly unjust, but generally the stranger is quite willing to bear his share of the burden, and it does not seem that the guineas collected at the meet will greatly increase the Hunt funds, while it is a cause of great irritation. The only way is to point out clearly that the cost of hunting is rapidly increasing, and that it is necessary that voluntary subscriptions should increase at the same rate.

Army Football.—In the Army the game of football has always been popular, and has probably done as much to develop the physique of our soldiers as all the course of gymnasium training which they have to go through. The splendid exercise in the open air where every nerve is strained to the utmost and every muscle exercised to its fullest power, is the very best preparation for a hard campaign that it is possible to think of. When this excellent result can be attained from play instead of work there is little wonder that officers and those in authority should encourage the game. That the result is good is clearly shown in the accompanying photograph, which represents the team of the First Scots Guards, who have lately proved so successful in the inter regimental contests.

The Wider Wicket.—The M.C.C. have decided to discuss this vexed question in full conclave on May 6th, and it is to be hoped that they may come to some definite conclusion about it, though how the matter is to be satisfactorily settled without a practical trial it is difficult to see. Every argument for and against has already been brought forward and the whole matter has been thoroughly thrashed out in the Press; so that apparently all that remains for the M.C.C. to do is to take a vote on the subject and form a decision thereon. One thing seems clear, that if the wider wicket is not adopted some other means must be devised of assisting the bowlers in first-class cricket. The public are getting tired of unfinished games, and unless something is done the amount of gate-money is certain to diminish in the near future. The principal difficulty is that though a change of rule is necessary where the great exponents of the game are concerned no such change is called for in the ordinary village matches. Here the bowler is quite able to hold his own, and a single innings game can generally be settled in a day. It is a little absurd, therefore, to make two sets of rules for the same game.

Coarse Fishing.—On Saturday the coarse fishing season comes to a close. Unfortunately the storms and heavy floods at the beginning of the month prevented fishing in a good many rivers. This is the more to be deplored as it is generally during the last fortnight of the season that the heaviest bags and the largest fish are caught, chiefly because, with the advance of the year, the fish begin to feed more freely, and with the lengthening day and the warmer weather the angler has more time to devote to his favourite pursuit. Taking the season all through, however, we have little reason to complain; though no very sensational catches have been recorded, the mild open winter has been distinctly favourable to anglers, and many good baskets have been made. Year by year more attention is being paid to the preservation of fish, and to the stocking of lakes and rivers. Heretofore most of these efforts have been made on behalf of trout and salmon fishers, but now many of the powers that be are devoting some of their care to the humbler branch of the sport, which is really the poor man's sport, for only those with a very long purse can now rent a trout stream.

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IN STAGELAND.

"A COUNTRY GIRL" AT DALY'S THEATRE.

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MISS HILDA CORAL AS LADY ARNOTT.

Although now in its second year, the charms of "A Country Girl" have not yet ceased to attract, thanks to the good work put in every night by the whole company. Naughty sailor-boy Barry, who serves his master so well, is safe in the hands of Mr. Huntley Wright, who scores all along the line, and as Geoffrey Challoner Mr. Hayden Coffin is the simple, manly sailor-hero he knows so well how to depict. Of the ladies, Miss Evie Greene as Nan, and Miss Olive Morrell as Marjorie, the hero's two sweethearts, and Miss Gracie Leigh as Barry's "little chick," are as delightful as ever they could be, and that is saying a good deal.

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BRITAIN BEYOND THE SEAS.

A WEEKLY STUDY OF COLONIAL NAVAL AND MILITARY INTERESTS.

By IMPERIALIST.

WE have had a good deal to remind us lately that we must not make the mistake of Tennyson's Northern Farmer and "reckon we 'annot sa mooch to larn" about Imperialism and what it can do and cannot do in such a favoured case as our own. Such lessons as we have "larnt" do not appear to have lifted us out of a state of painful incertitude as to our system of Imperial Defence, for, whatever else the recent Army debate in the House of Commons showed, it demonstrated with singular clearness the fact that a very remarkable divergence of opinion exists among careful and conscientious critics as the manner in which we are putting the elementary principles of Imperial defence into practice.

Little Imperialism.—It is not difficult to generalise glibly on some big subjects, but the question of the "white man's burden," as applied to Great and Greater Britain, does not lend itself easily to such treatment, and for some time to come we shall probably have to go on learning rudimentary lessons in this connection. Perhaps our greatest danger lies in the creation of a school of Little Imperialists who will take up one branch of the study of Imperialism and devote themselves to it with far more concentration and singlemindedness than is necessary or desirable. That is the rock upon which previous great empires have split. We have at present some admirable theories on the subject, and it is delightful to hear Mr. Chamberlain declaring that a spirit infuses the whole British race which raises it above the sordid, petty considerations of ordinary life, and is based on community of sacrifice. But let us not forget his warning that "when these fine and broad sentiments are lost sight of we may expect to sink into the insignificance of former empires which have passed away regretted by none, and leaving behind a record of mere selfishness."

An Acquisition to New Zealand.—The New Zealand Militia has had a very useful addition made to its Army List by the appointment of Major R. H. Owen, Reserve of Officers, to a lieutenant-colonelcy. Colonel Owen has had a remarkably interesting military career, and one which seems to indicate that the right sort of Imperial and Colonial Military officers are, if not readily interchangeable, at any rate sometimes on a very similar platform of efficiency and utility. He was originally in the New South Wales Artillery, and he served with the New South Wales contingent at Suakin during the Soudan Expedition of 1885. The following year he was given a commission in the Regular Army, and entered the South Lancashire Regiment as a lieutenant. In 1894 he was given a Volunteer Adjutancy at home, that of the 2nd Volunteer Battalion South Lancashire at St. Helens. Here he remained until November, 1899, when he was appointed Commandant of the Military School of Instruction at Wellington, New Zealand. Last December Major Owen retired on retired pay from the South Lancashire Regiment, but has continued in his local appointment, and has now reverted to a Colonial commission in the senior grade of lieutenant-colonel.

Completion of the Uganda Railway.—It is very satisfactory to learn that the Uganda Railway is now virtually finished, and that the commercial development of the lake region is likely to proceed with impressive rapidity. To many the strategical advantages which may be derived from the swift transport of men and stores in any local emergency will appeal with special force, and in view of possible contingencies it is to be hoped that, when the Somaliland trouble is satisfactorily "over and done with," a comprehensive and expert view will be taken of Imperial requirements in this interesting direction, and suitable arrangements made for the permanent location of an adequate military establishment. The completion of the railway would seem to have produced a considerable change in local conditions, and, even if it had not done so, the performances of the Foreign Office in the early stages of the operations against the Mullah were not such as to inspire perfect confidence in the capacity of that department for handling grave military questions. No time should, surely, be lost in putting beyond the region of risk and doubt the military future of such an important British colony as Uganda promises to be.

Sierra Leone and its Hinterland.—Sir Charles King-Harman, Governor of Sierra Leone, has just returned to Freetown, after making a tour through the Protectorate, accompanied by a small staff, including Major Blakeney, who commands the Sierra Leone Battalion, and is a captain in the Essex Militia. It would seem that the affairs of the Protectorate are in a much more settled state than they were three or four years back, when a local rising, fostered by the collection of the hut-tax, necessitated strong measures and gave a good deal of trouble. But it is never safe to speak too confidently of tranquillity among such excitable beings as these West African negroes, and it must be borne in mind that some of the tribes in the Hinterland, notably the Timmanis, are distinctly warlike, and have a regular system of mobilisation. When this is completed, "war-paths" are cut through the bush with communicating paths at intervals, the war-drum is beaten, and thousands of "war-boys" hurry by the war-paths to the point of concentration. Our supremacy is, of course, assured, but the Colonial Office does well to maintain a local and efficient battalion of the West African Frontier Force at Sierra Leone, and to give facilities to its commandant for visiting the interior.

The South African Constabulary.—One has heard from time to time of late a certain amount of grumbling as to the position of troopers in the South African Constabulary, and now the complaints are beginning to take concrete shape. In a very recent issue of the *Times* appears a letter from a man in the force confirming a previous communication, and giving a very gloomy account of the circumstances in which "new chums" are likely to find themselves. The advertised rate of pay—5s. a-day—is, of course, handsome enough, and has undoubtedly proved an inducement, but it is subject to serious deductions for extra clothing, and, since the war, a further hole is made in it by the parsimony of the authorities in respect to rations. These, it is said, have been cut down to a point at which it is impossible to maintain health, and accordingly, the troopers are practically compelled to take the allowance of 1s. 6d. a-day in lieu of rations, and to make their own arrangements. This means, even at a cheap establishment, a charge of nearly 3s. a-day, and the balance has to come out of the trooper's pocket.

Lord Dundonald in Canada.—There seems an excellent prospect that Lord Dundonald will completely realise all the rosy anticipations formed concerning him when he was first given the command of the Canadian Militia. At the annual meeting of the Dominion Artillery Association the other day he not only spoke very plainly—some of his predecessors have done that—as to the inadequacy of the existing armament, but he was able to announce that the Dominion Government had approved his attitude and had gone to considerable expense in adopting his recommendations. Incidentally he remarked that he had never met any people more mechanically skilful than the Canadians, and that this was a happy augury for their future good use of good weapons. From Lord Dundonald this was praise indeed, for he himself is a mechanician of a very high order, and an inventor of several important contrivances, among which is notably included the galloping carriage of the Colt quick-firing gun. It is a marked indication of his versatility that, while a cavalry leader by education and preference, he should address himself so closely as he has done in Canada to artillery questions.

Colonials and the War Commission.—A strong argument for "more light" on the proceedings of the War Commission is afforded by the very meagre excerpts from the evidence given as to the value of the Colonial Contingents. It may be gratifying to learn that Sir Frederick Stopford spoke highly of the intelligence and capacity of the Canadians in Strathcona's Horse, and that Sir John French was similarly eulogistic, and further considered that the Colonials were superior in individual intelligence and power of observation to our regulars. But there must have been a mass of further detailed evidence on the subject of the Colonials which might well be made public, more especially if a due proportion of it is in the nature of well-intentioned and well-directed criticism.

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SOLDIERS IN THE ANTIPODES.

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THE COMMANDANT OF THE NEW ZEALAND FORCES AND HIS STAFF.

The names reading from left to right are—Back row: Major N. L. D. A. Smith, N.Z.M., and Major G. C. Burleigh Wolfe, N.Z.M., comm. at Nelson. Middle row: Captain C. L. K. Campbell, Staff Officer; Colonel R. Hutton Davis, C.B., N.Z.M., comm. at Auckland; Colonel A. W. Robin, C.B., N.Z.M., comm. at Otago. Front row: Colonel Stuart Newall, C.B., N.Z.M., comm. at Wellington, Major-General J. Melville Babington, of H.M. General Staff, commanding New Zealand Forces; Colonel W. Holden Webb, N.Z.M., comm. Canterbury District.

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THE "RESOLUTION"

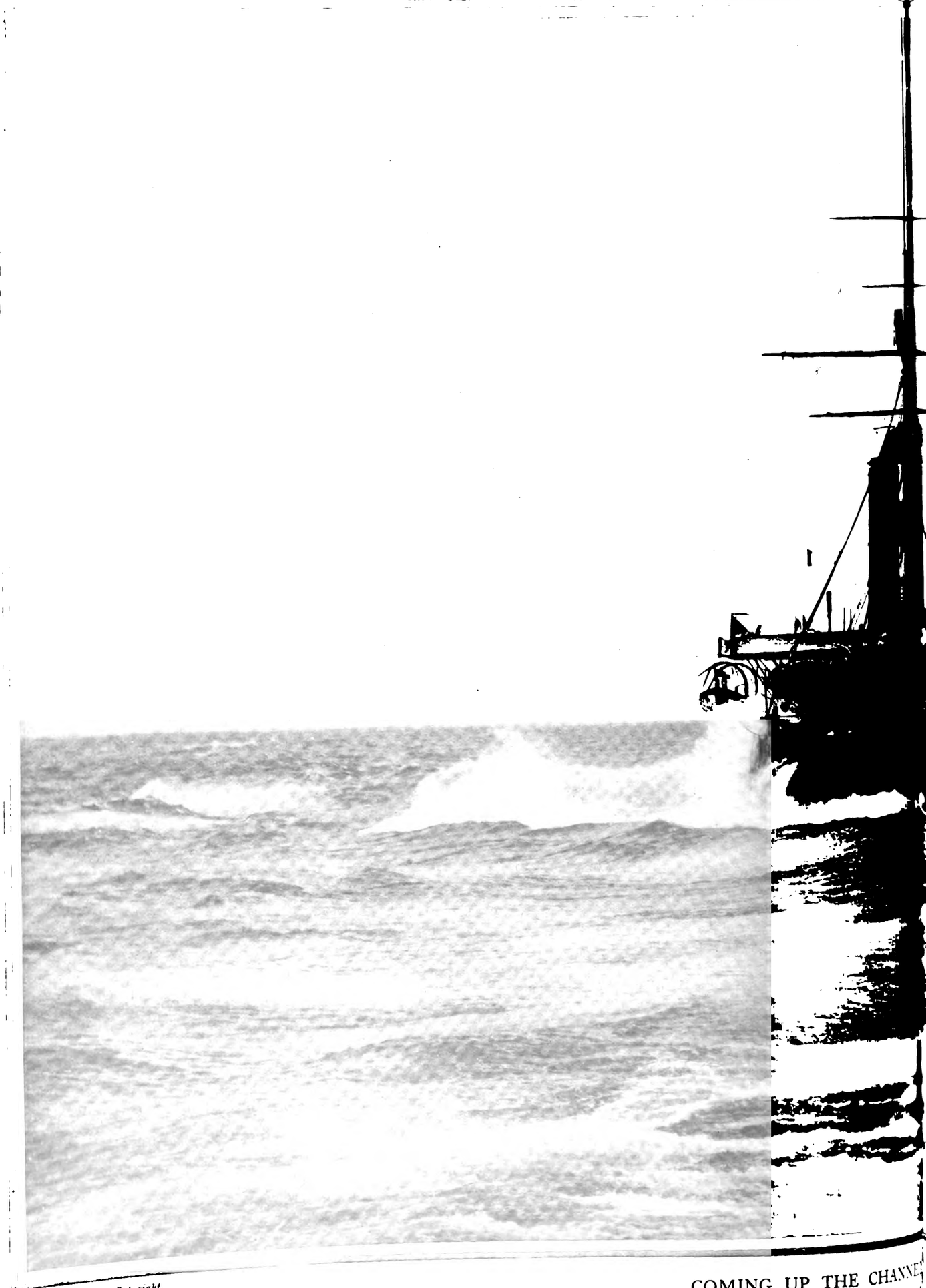

Photo. Copyright.

COMING UP THE CHANNEL

The recent experience of the "Resolution" on her passage from Holyhead to Portland was not her first taste of "dirty" weather, although, from damage she sustained, it is possibly the worst. When she was quite a new vessel, and on her way to the Mediterranean, she was so much de

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IN THE MANŒUVRES.

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WITH A SLIGHT SWELL ABEAM.

West.

by a storm that for a time it was believed she had been lost. Nevertheless, she is not a "bad" sea-boat, as those who have served in her know, although, as she rolls a good deal, her value as a gun platform might be lessened in a battle fought under inclement conditions.

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FOR KING AND COUNTRY.

FIRST V.B. THE SHERWOOD FORESTERS (NOTTINGHAMSHIRE AND DERBYSHIRE REGIMENT).

THE Volunteer Movement has met with no greater support anywhere than in the county of Derby, and success has therefore attended the 1st Battalion ever since its establishment. It dates back to May 19, 1859, when a public meeting was held in the Guild Hall in furtherance of the project to raise a Volunteer army for the purpose of national defence. At that memorable gathering the leading gentlemen in the town and neighbourhood were present, and it was forthwith determined to give practical shape to the proposal. That was the day of small beginnings, the corps first consisting of 100 rank and file, and counting sixth in the entire kingdom. Since that time able management and an ever-increasing spirit of patriotism and loyalty have swelled the movement in Derbyshire to proportions which its pioneers in their most optimistic moments could scarcely have anticipated.

But to return to the 1st Battalion, with a short history of which we are now only concerned, it is interesting to note that the first captain was Mr. Charles Edmund Newton, a gentleman who throughout a long and active life has been associated with all that is good and useful in the county. The first recruits were nearly all men of some social standing, and the example which they offered had the gratifying result of stimulating popular interest in the new scheme. The first commanding officer was Lieutenant-Colonel Sir Thomas Gresley, Bart. When first formed, the uniform consisted of a frock-coat, with trousers of grey cloth trimmed with green braid, and grey shakos surmounted with black cock's feathers—a costume which was subsequently discarded in favour of the smart red coats and more military-looking headgear with which the local public are to-day familiar.

The first Volunteer parade was witnessed in Derby Arboretum in October, 1859, and a month later subscriptions were received for the equipment of a band. The corps gradually increased in numbers and importance, until it became necessary to form battalion companies, and in the outlying districts men displayed all the enthusiasm that had characterised the progress of events in the county town. They participated in the great review in Hyde Park, and received high encomiums from most of the critics; General Sir George Wetherall reviewed them in Chatsworth Park, and declared that some of the men in the ranks showed the finest physique in the world; and other compliments of a similar nature were freely bestowed upon them. These praises have without doubt been well deserved, for throughout its career the battalion has had the good fortune to be exceedingly well officered. The foundation of its success in that direction was probably laid under the command of the late Sir Henry Wilmot, V.C., K.C.B., who, after being many years at the head of affairs, was subsequently made first Brigadier-General of the North Midland Volunteer Brigade. Sir Henry, who won his V.C. during the Indian Mutiny, retired from the Army in 1862 in order to attend to the management of his estate, but whilst adopting the life of a country gentleman, his military ardour never cooled, and the Derby Volunteers benefited accordingly.

The need of a drill hall was soon felt, and a sum of £4,000 was asked for for the purpose of providing one. This was raised partly by donations, and partly by shares upon which a dividend was promised. The late Duke of Devonshire headed the list with a subscription of £250, and in a letter accompanying his remittance his Grace wrote: "I give my assistance the more willingly as I believe your battalion to be a credit to the county and one of the best

Photo. Copyright. Wilson & Kearns

LIEUTENANT-COLONEL W. W. BEMROSE.

Commanding 1st Derbyshire Volunteers.

Photo. Copyright. The Barnsley Co.

THE NON-COMMISSIONED OFFICERS.

Several of whom saw service in South Africa.

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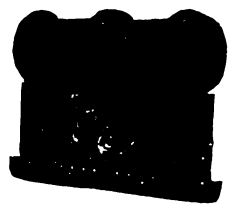
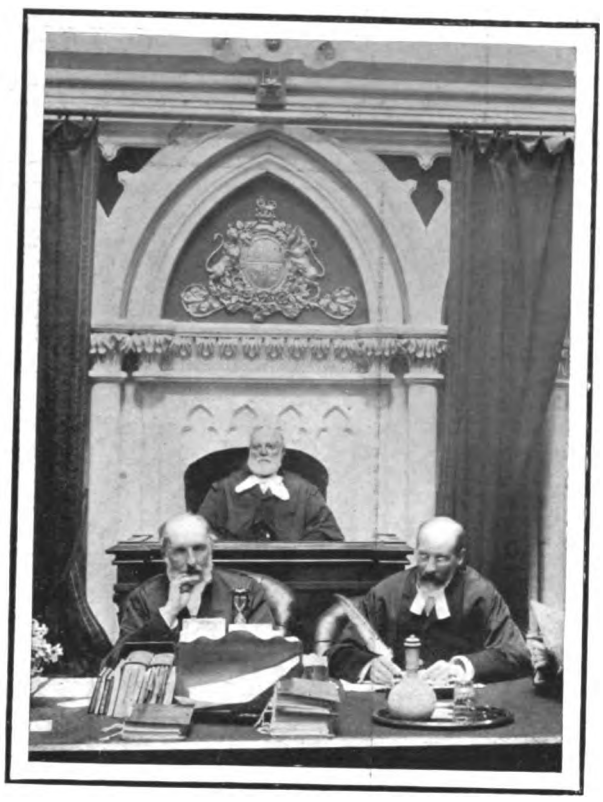
NEW ZEALAND.

Britain in the South Seas.

The Home of the Maori.



MAORI CARVING.

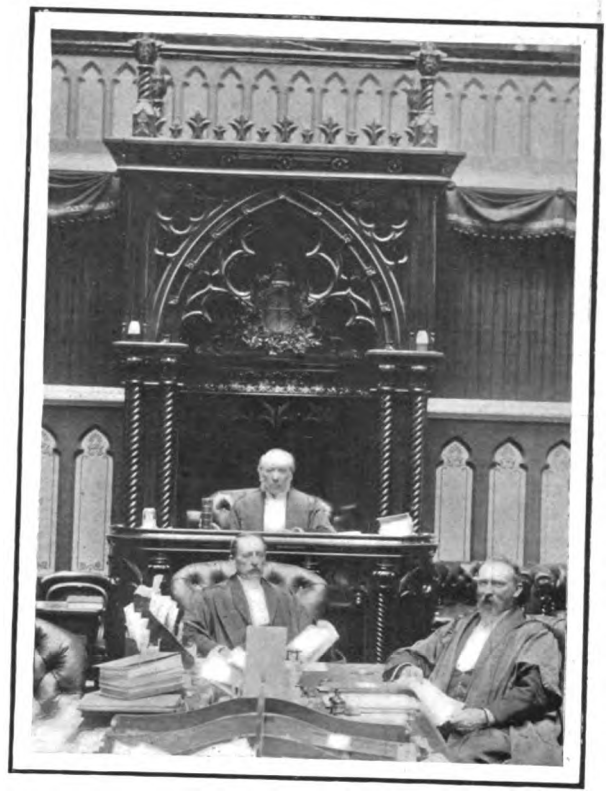


INTERIOR OF THE LEGISLATIVE COUNCIL.

Speaker, the Hon. Sir H. J. Miller; Clerk, Mr Leonard Stowe; Assistant Clerk, Mr. A. J. Bottomley.

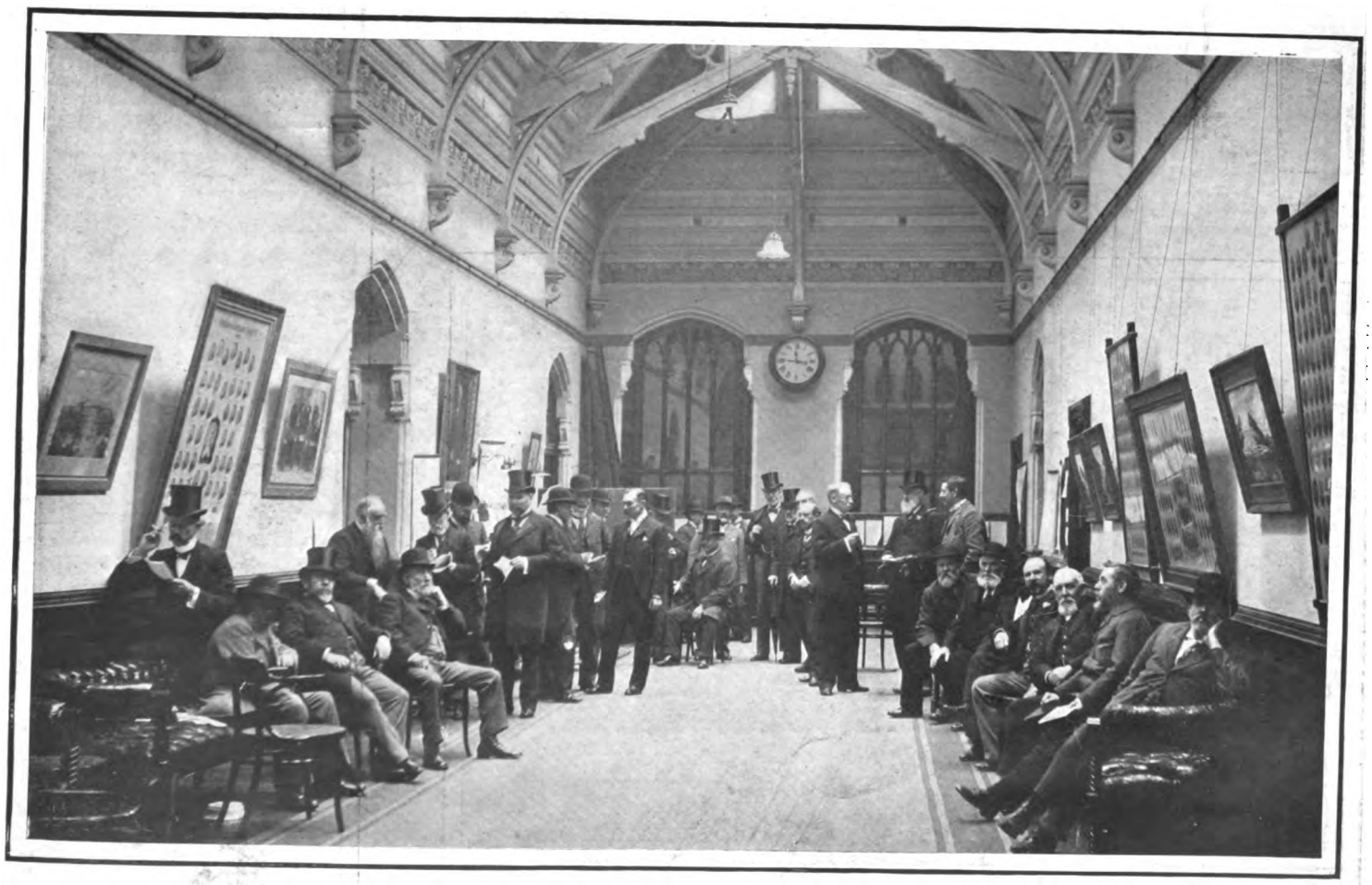
BRITAIN IN THE SOUTH SEAS.

Situate only thirty-eight days' run from this country, New Zealand has been called the most wonderful scenic paradise in the world. Certainly it is a show country, the sights and scenes within the length and breadth of the island being unique and most varied. Its Southern fiords are grander than those of Northern Europe, its Alps are of rare beauty, and its rivers, lakes, and waterfalls are incomparably lovely. Its great geysers, boiling springs, and lakes afford an awe-inspiring revelation of Nature's powers, while its trout streams and deer forests offer the best of sport. It is not surprising then that it should offer a great attraction to tourists and visitors, while at the same time its health resorts are renowned, and settlers are still invited and encouraged by State aid to participate in the advantages it offers to graziers and agriculturists.



THE HOUSE OF REPRESENTATIVES.

Speaker, Sir G. Maurice O'Rorke; Clerk, Mr. Henry Otterson (right); Assistant Clerk, Mr. A. J. Rutherford (left).



IN THE LOBBY OF THE PARLIAMENTARY BUILDINGS.

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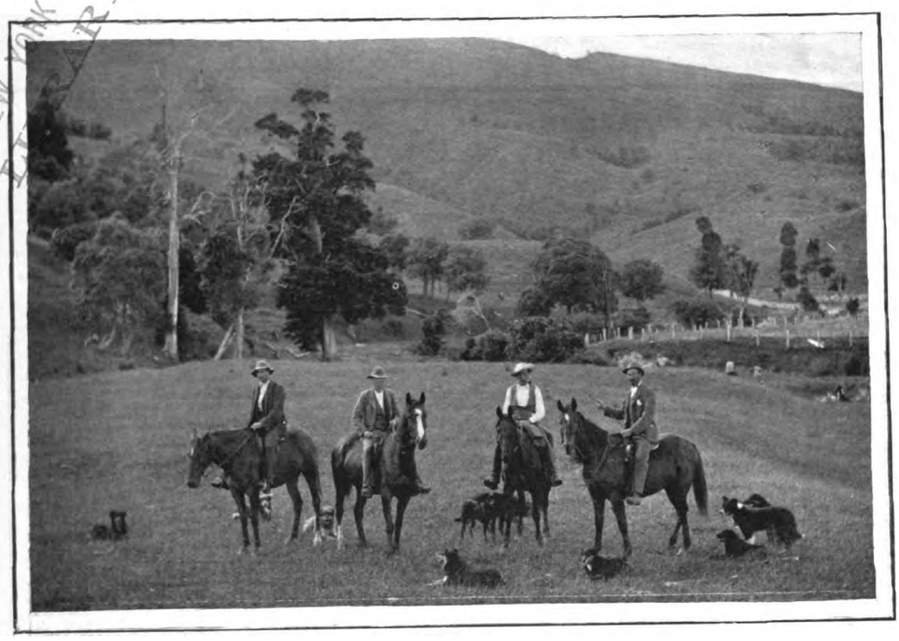

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A GROUP OF MOUNTED SHEPHERDS.
On a New Zealand sheep farm.

MAORI CARVING.

LAKE ROTOMAHANA (BOILING WATER).
The water is warm in some portions and boiling in others.

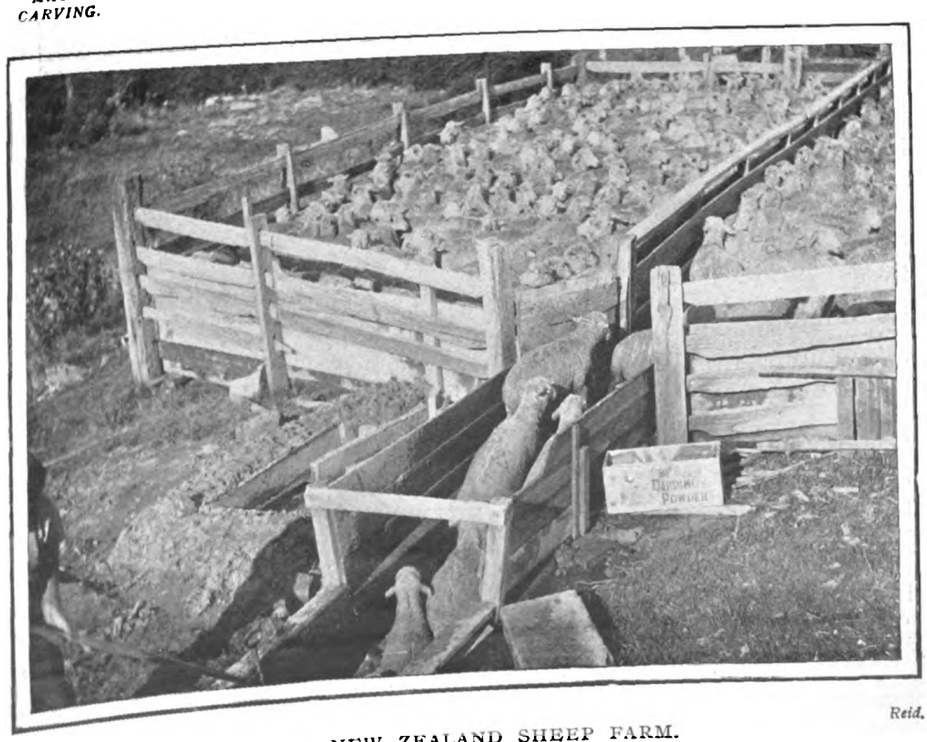

Photo. Copyright. *Reid.*

ON A NEW ZEALAND SHEEP FARM.
Sheep coming out of the water into the pens.

NEW ZEALAND PIGEON.

PASTOR
NEW
GLIMPSES OF
SCENERY

Photo. Copyright REAPING

THE GREAT WAIM
The column of blackish water which the

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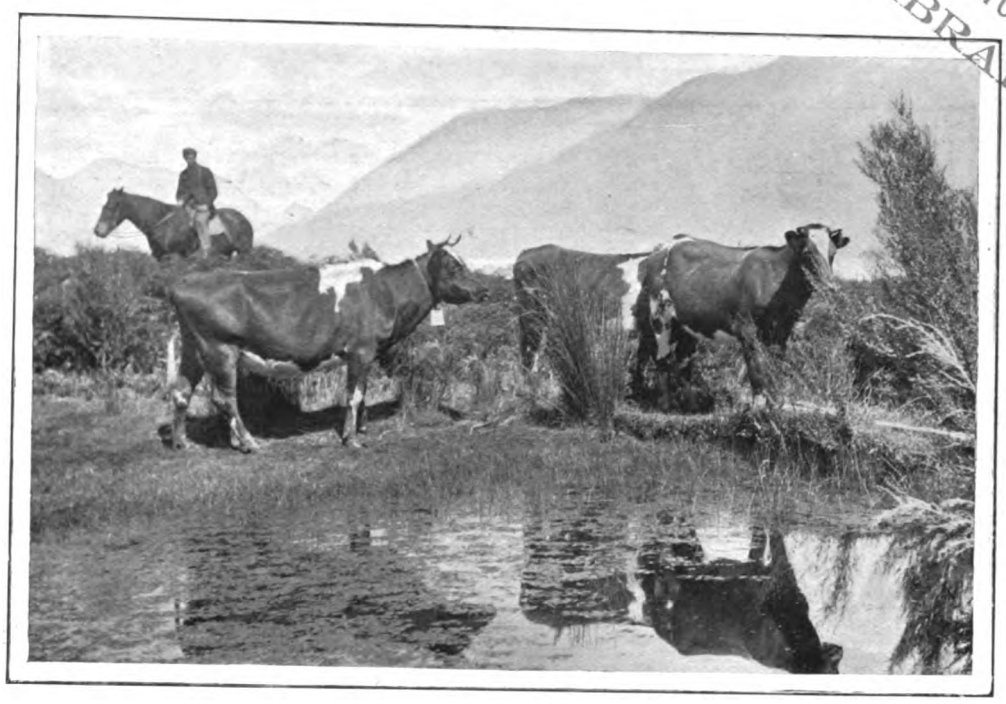
P… LIFE … LAND.

… UNRIVALLED … COUNTRY.

THE TUI, OR PARSON-BIRD.



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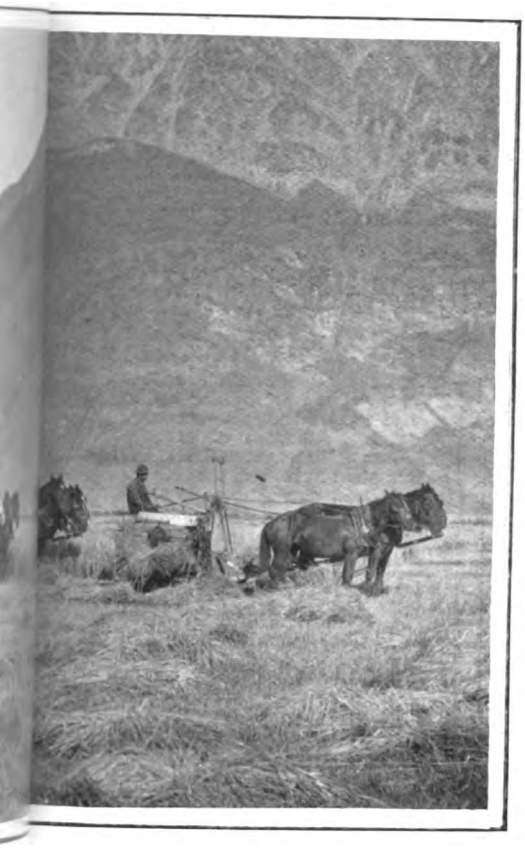
A BEAUTIFUL PASTURAGE.
Cattle being brought in at sunset.



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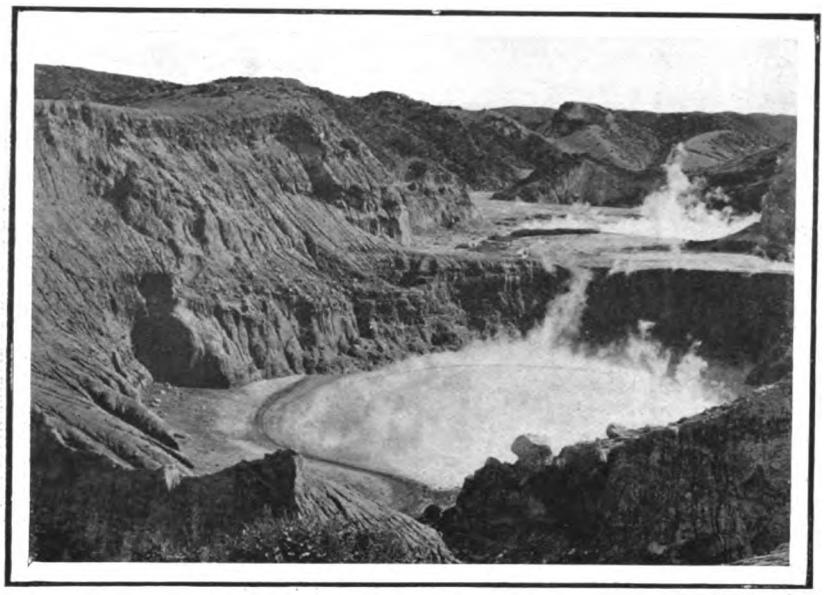
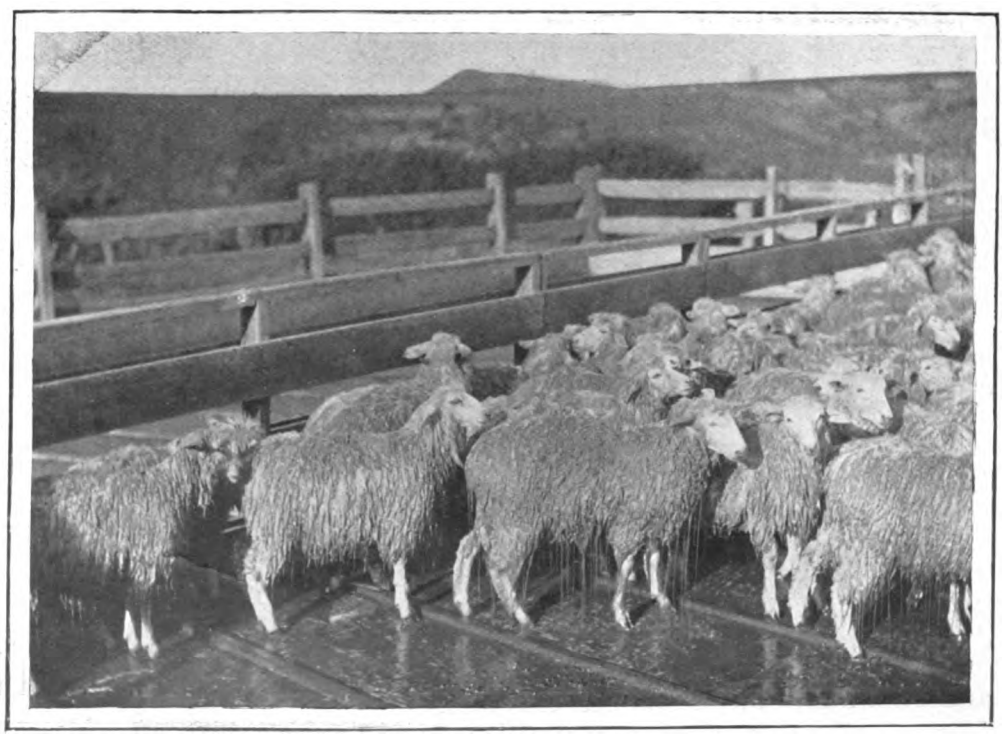


THE CRATER OF THE WAIMANGU GEYSER.
As it appears under ordinary circumstances.

MAORI CARVING.

…R IN NEW ZEALAND
… up is from 800-ft. to 900-ft. high, and nearly 300-ft. …e.



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ON A NEW ZEALAND SHEEP FARM.
Dripping sheep after their bath.

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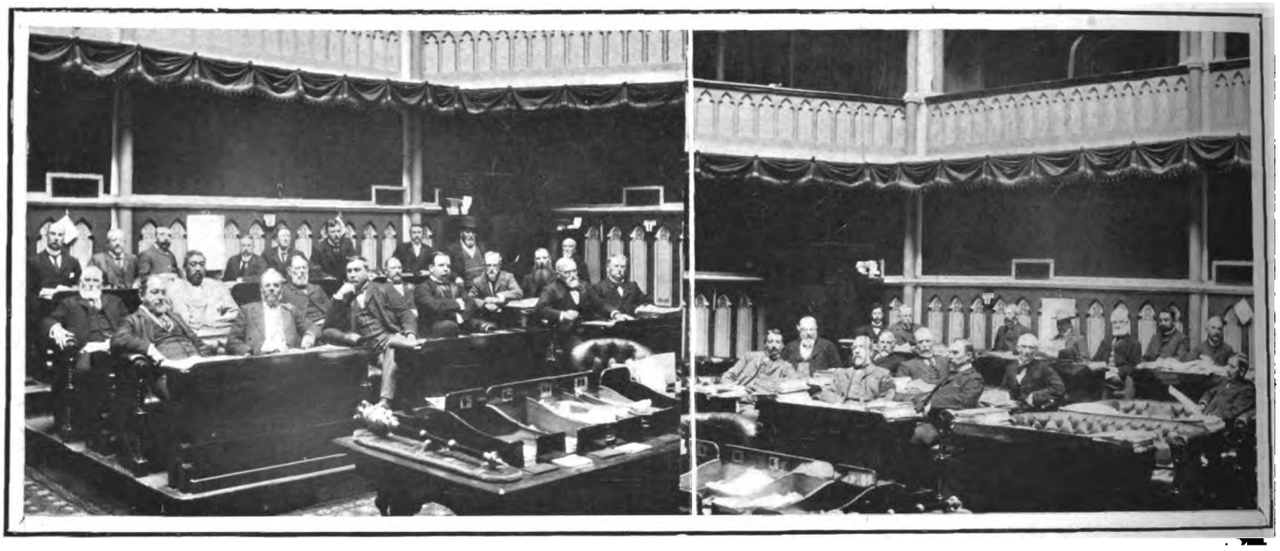


THE MINISTERIAL BENCHES IN THE HOUSE OF REPRESENTATIVES.

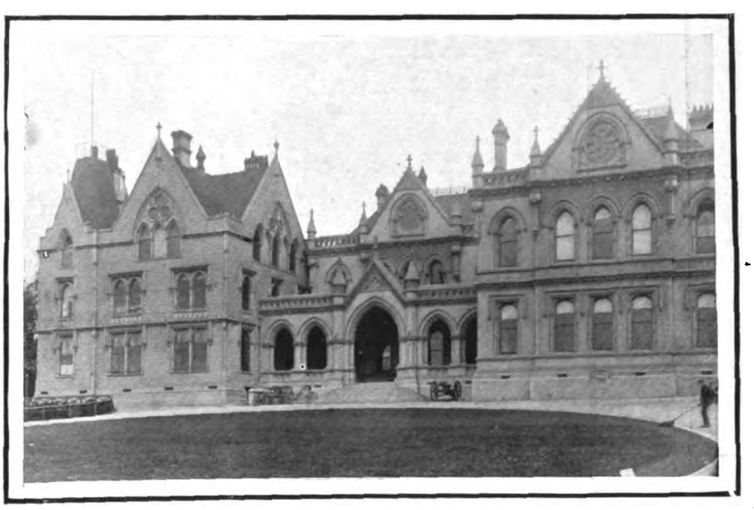
From left to right the names of those on the front bench read: Hon. James Carroll, Hon. Sir J. G. Ward (Acting Premier), Hon. J. McGowan, and Hon. W. Hall-Jones.

THE OPPOSITION BENCHES IN THE HOUSE OF REPRESENTATIVES.

From left to right the names of those on the front bench are: Mr. James Allen, Sir W. M. Russell (late Leader), and Mr. W. H. Hernes.

The Legislative Council of New Zealand, which is the Upper House of the General Assembly—or Parliament—has no limit to the number of its members, who are appointed by the Governor. At present there are forty-two members, of whom seventeen hold life appointments. The other twenty-five have been appointed at various times under an Act of 1891, and sit only for seven years, but may be reappointed. Two of the members are Maoris, one, the Hon. Hori Kerei Taiaroa, being a life member, while the other, the Hon. Henare Tomoana, sits under the seven years' tenure. Members receive £200 a year if they attend, and a free pass over the New Zealand Railways.

The Speaker was formerly appointed for life, but since 1891 is elected by the Council from among their number for a term of five years. The first elected Speaker, the Hon. Sir Henry John Miller, was called to the Council in 1865, and was re-elected in 1897.

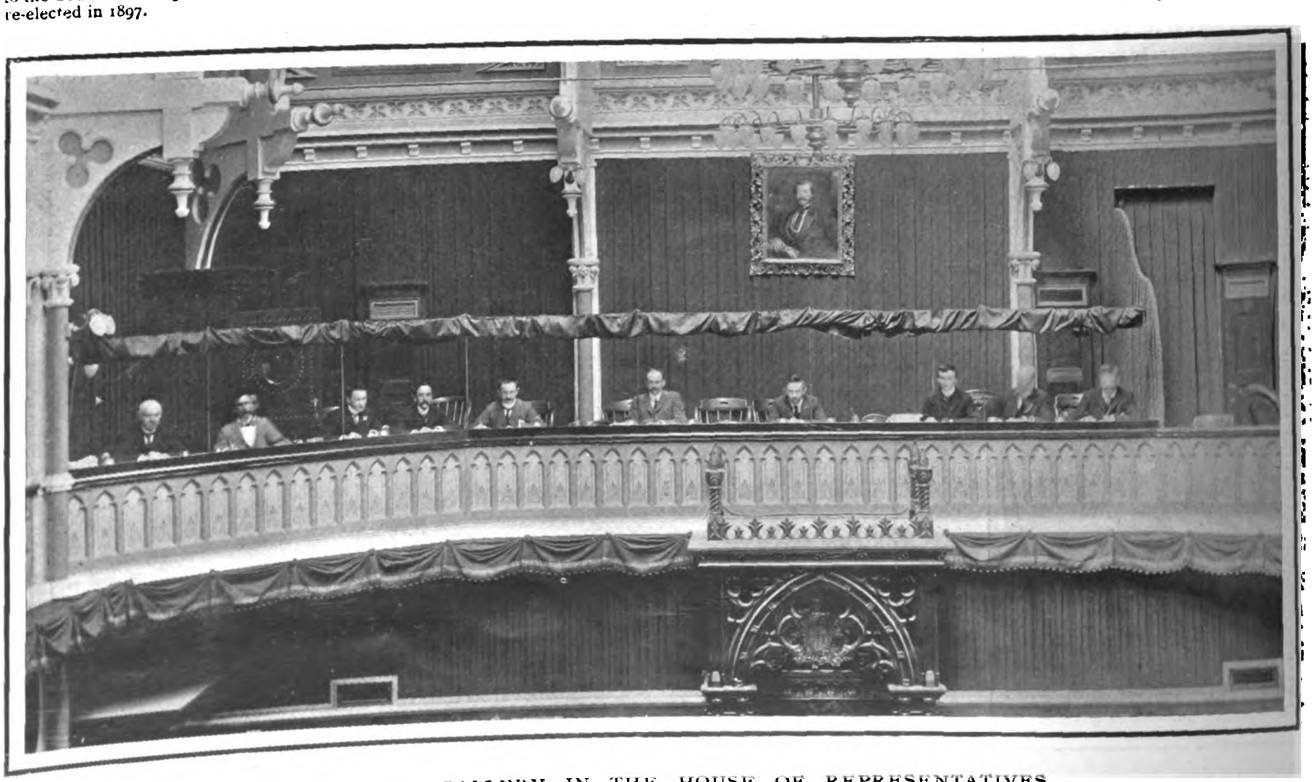


THE EXTERIOR OF THE PARLIAMENTARY BUILDINGS.

The House of Representatives, or Lower House of the General Assembly of New Zealand, consisted at the prorogation of the late Parliament of seventy-four members, four of whom were Maoris. Pursuant to the Representation Act of 1900 the number of European members is to be increased to seventy-six, making eighty members in all. The payment made to members is £25 per month, amounting to £300 per annum; £2 for every sitting day exceeding fourteen is deducted for absence during Session, not due to sickness or other unavoidable cause.

The Speaker is elected by the House. The present holder of the office, Sir G. Maurice O'Rorke, K.P., first entered the House in 1861, and has sat during eleven Parliaments, or forty-three Sessions. Sir Maurice was born in County Galway, Ireland, and finished his education at Trinity College, Dublin.

The Clerk, Henry Otterson was appointed to his present office in 1898.



THE PRESS GALLERY IN THE HOUSE OF REPRESENTATIVES.

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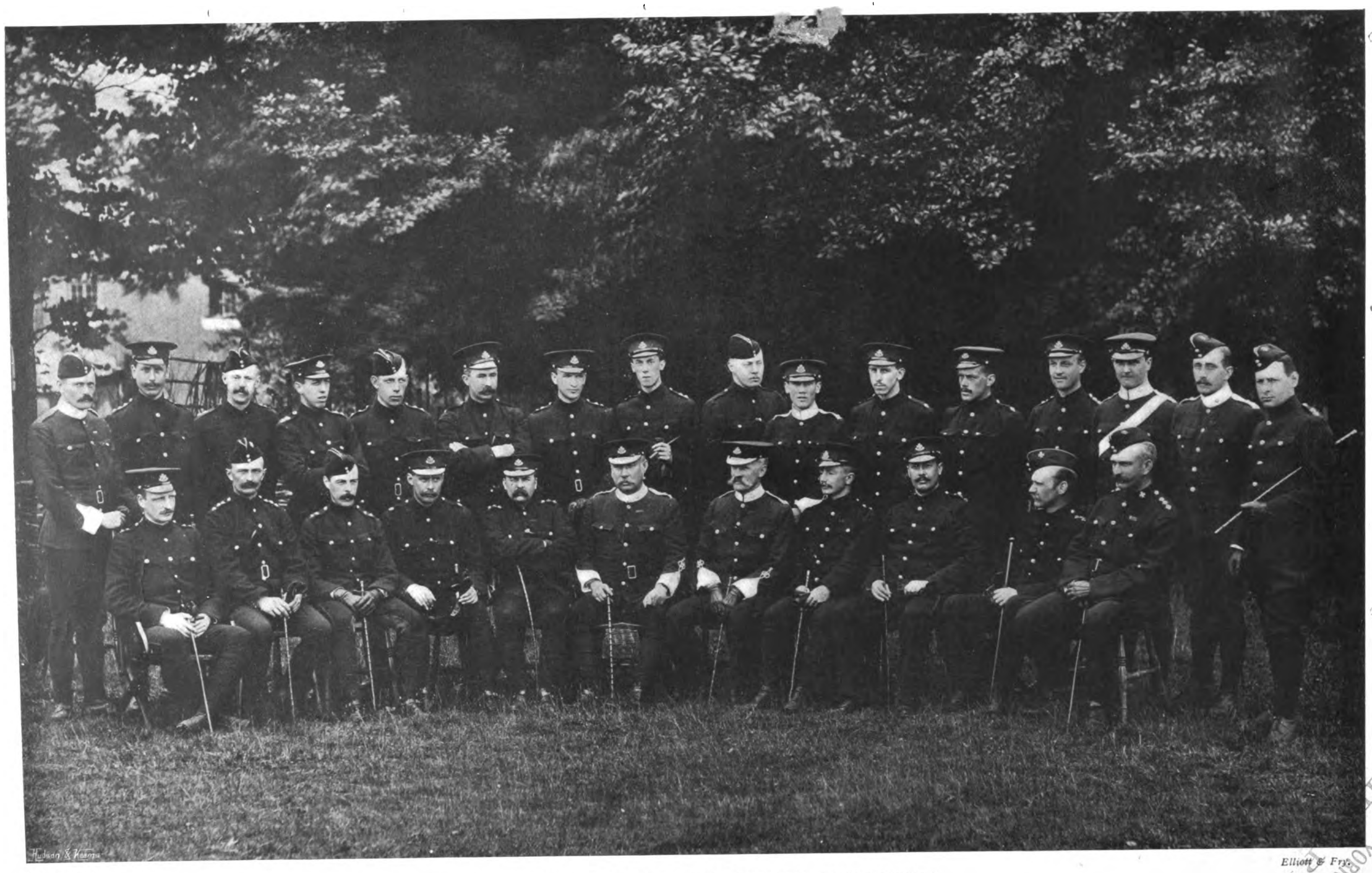

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THE OFFICERS OF THE SHERWOOD FORESTERS.

Reading from left to right the names are—Back row: Capt. J. T. Wykes, Capt. W. J. Mays-Smith, Surgeon-Capt. E. Vandrey, Lieut. H. M. Clifford, Lieut. W. E. Porter, Capt. and Hon. Major W. E. Walker. Lieut. P. W. Lewis, Lieut. H. S. Chaplin. Lieut. G. S. Sadler, Lieut. W. B. H. Woodforde, Lieut. A. H. Longden, Lieut. N. J. Hodges, Capt. H. T. Eaking, Lieut. B. J. F. Crossley, Lieut. F. A. C. Wright, and Lieut. P. O. Francis. Front row: Capt. G. A. Lewis, Capt. M. Hunter, Capt. and Adjt. L. A. Bagshawe, Major W. R. H. Whitton, Lieut.-Col. W. Wright-Isemrose, Col. G. Gascoyne, Major W. B. Woodforde, Lieut. J. H. F. Marsden, Capt J. R. Pinder, Capt. G. Mosley, and Quartermaster and Capt. H. M. Haywood.

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in the country." This was in 1868, and the outcome of the scheme was the erection of a drill hall, which to this day is by far the most commodious building in the town.

Like a certain article of furniture described by Goldsmith, it "contrives a double debt to pay"—it satisfies the requirements of the Volunteers themselves, whether as a social or business rendezvous, and it also serves as a great public convenience, being regularly engaged for political and other meetings—bazaars, shows, balls, and a variety of other purposes.

As a means of improving individual firing the formation of a county rifle association was one of the earliest events in connection with the Volunteer Movement, and cups and prizes were offered for competition. This is maintained in a very flourishing state down to the present moment, and the generosity of the Derby Corporation, in providing a rifle range of the most approved and up-to-date type, has done much to stimulate that most important department of military enterprise. Other spheres of activity include the establishment and development of an ambulance corps, with which the name of Surgeon-Lieutenant-Colonel T. L. Gentles has been so long and honourably associated, and a cyclist section. At the annual encampments the battalion has been reviewed by many distinguished soldiers, from the Duke of Cambridge downwards, and all have been loud in their admiration of its smartness and efficiency. On one occasion Lord Wolseley (then Sir Garnet) distributed the prizes at the Drill Hall, Derby, when he stated that he had heard from general officers with whom he had been associated that the regiment was "one of the best in the Volunteer Service."

When the call to arms was sounded during the dark days of the late war, it is not to be wondered at that a regiment with such a magnificent record should make a ready and generous response. Many more names than were asked for by the Government were handed in, and great was the disappointment of those whose offers of service had perforce to be rejected. Many of these gained their ambition by joining other corps, and it is a matter for congratulation, considering the great amount of fighting they saw, that not a single member of the 1st Battalion lost his life in South Africa, either from wounds or disease. The returns show that the following, representing the 1st Derbyshire Volunteer Battalion, served at the front: With the territorial regiment, Captain T. C. Newbold, Lieutenant F. A. C. Wright, and Lieutenant J. H. F. Marsden, eighteen non-commissioned officers, and fifty-one men; with the Imperial Yeomanry, Captain E. S. Woodiwiss (Duke of Cambridge's Own) and forty-nine men (mostly in the Derbyshire Company); with the South African Constabulary, one man; with the Royal Army Medical Corps, ten men; and with the St. John Ambulance Brigade, two non-commissioned officers and three men.

Photo. Copyright. *Winter.*

COLONEL G. GASCOYNE.

Who retired last December.

Their departure was the occasion of a remarkable outburst of popular enthusiasm, equalled only by that displayed upon their safe return, and besides the great ovation they received from their fellow-citizens they were publicly thanked by the Mayor and Corporation, and afterwards banqueted. The battalion is at present under the command of Lieutenant-Colonel W. Wright Bemrose, a member of the well-known firm of printers and publishers, several of whose family have also actively identified themselves with the Volunteer Service. He was only appointed to the command last December, upon the retirement of Colonel G. Gascoyne, a very able and painstaking officer, who enjoyed the entire confidence of his subordinates, and whose resignation after nearly thirty-five years' connection with the battalion was a matter of unfeigned regret. Since his retirement Colonel Gascoyne has received a letter from the Department conveying the thanks of the Commander-in-Chief for his good services to the Volunteer Force. Sergeant-Major T. M. Woodward, who learnt his soldiering with the 2nd Grenadier Guards, is the chief of the permanent staff. The present strength of the battalion is 41 officers and 1,020 non-commissioned officers and men.

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THE BAND.

One of the best in the whole of the county of Derbyshire.

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In a German Torpedo-boat Destroyer.

PRACTISING LIFE-SAVING AT SEA.

Getting the boat in the water at the cry "Man overboard!"

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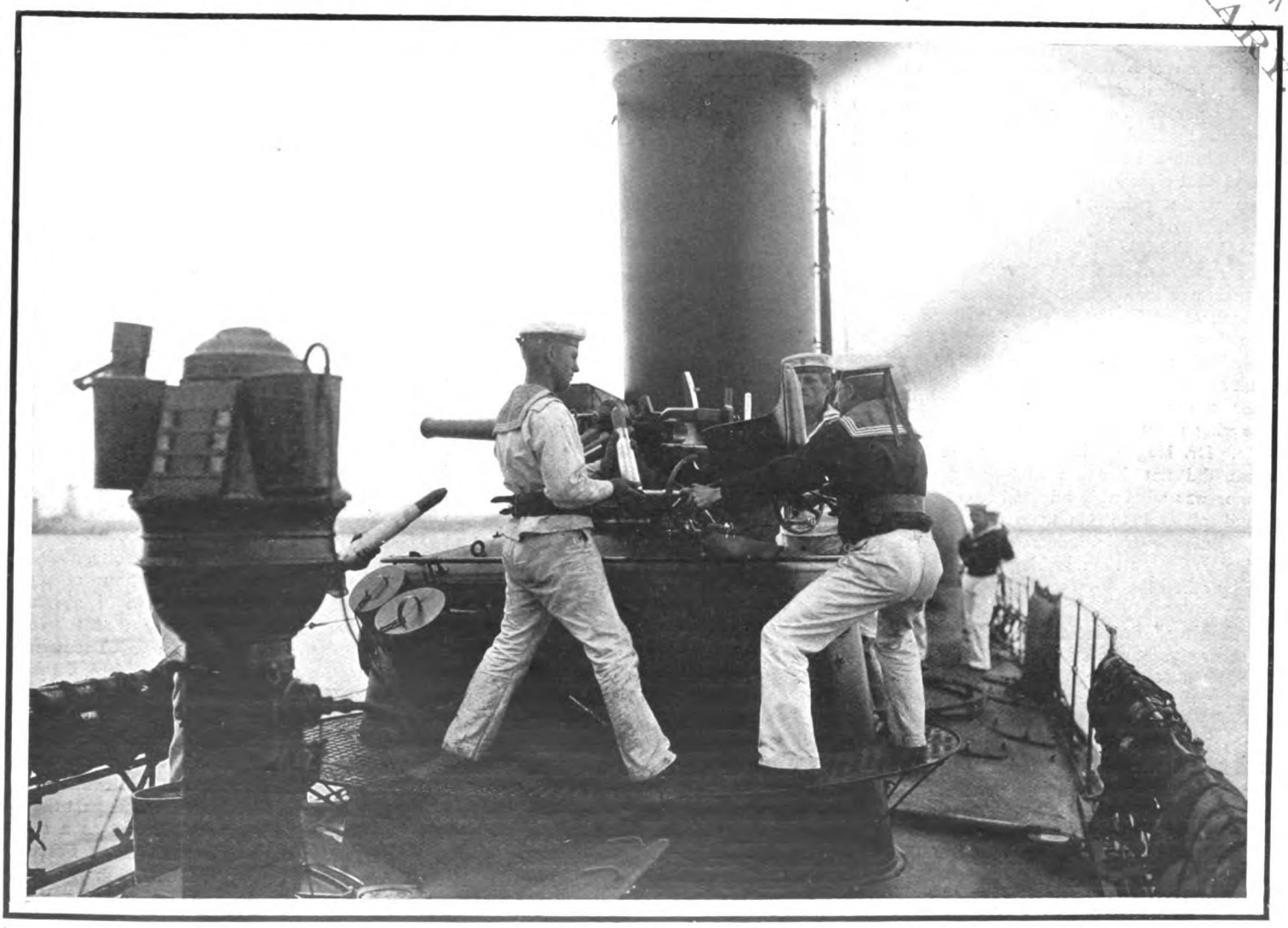

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LOADING A QUICK-FIRER.

Rapid work during the combined manœuvres off Kiel.

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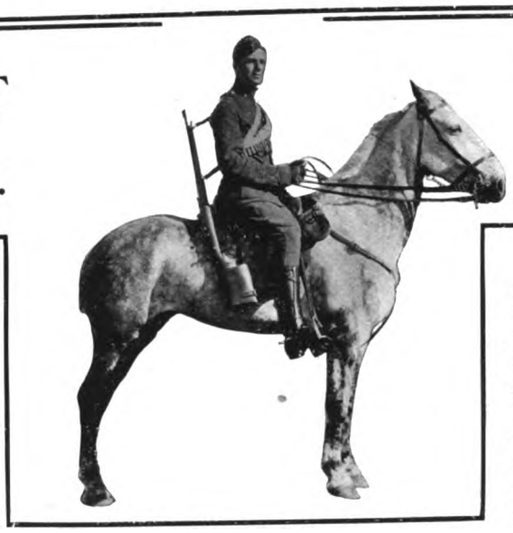
DEFENCE, NOT DEFIANCE.



Citizen Soldiers in Town and Country.

SOME few days ago, at the R.U.S.I., Dr. Miller Maguire delivered to the Metropolitan Volunteer Sergeants' Tactical Association a very interesting lecture, of which the subject was "That every Londoner should be a Soldier." At the commencement of the lecture Dr. Maguire asked the audience to assume that universal obligatory military service would not be adopted until after a terrible national disaster; and after some amusing reference to the relations existing between our political leaders and the "man in the street," the lecturer proceeded to demonstrate how urgent it is that every Londoner should be a well-trained Volunteer, and contended that the value of a national system similar to that of the Volunteers is fully proved from mediæval history, and especially during the Elizabethan and the Napoleonic epochs. The unique position of London was pointed out, special attention being called to its vital importance to the Empire, its history and its command of the sea; and the utility of the comparatively small number of London Volunteers during the recent South African War was shown, although the campaign happily produced none of the horrors suffered by most European and American States at different times in the last century.

Physical Degeneracy.—The degenerate state of Londoners, as manifested by recruiting returns, next occupied the attention of Dr. Maguire. This is a matter on which a lecturer at Birmingham also recently made adverse comment. In that city it was asserted that nearly fifty per cent. of the young men could not pass the medical examination for entrance into the Volunteer Force. It is not surprising, therefore, that close investigation of this vital question was urged, and that Dr. Maguire insisted that every boy not physically incapable should, while at school, be trained to military exercises. He also advocated that social pressure should be brought to bear upon every man under fifty years of age to induce him to become a Volunteer. He further expressed his conviction that it would be but just that the men who do not volunteer should pay for the proper training of, and for manœuvring grounds and weapons for, those who do. Dr. Maguire, in spite of some just criticism, did not hesitate to say that the Londoner was admirably adapted for soldiering, and alluded to his taste for outdoor games. But how truly, indeed, did he affirm that drill is better than looking on at games played by others!

"Mafficking" Patriotism.—After passing some severe strictures on the indifference to knowledge among our upper and middle classes for the past fifty years, the absolute necessity was demonstrated that we should put ourselves on a level with Germans and Americans in the physical and the mental training of the mass of the people. Dr. Maguire said that a taste for military exercises was evidence of national progress and elevation of soul, mind, and body. Most reasonably was it made clear that the English Army, and the home defence citizen army in particular, should always be steadily maintained in a high degree of readiness for real work. It is only too true that no emergency training or death-bed repentance is of the smallest use to the State. Wise, in fact, was Gambetta's warning, "On ne peut pas improviser le succès." The "Mafficking" patriotism, the outcome of evenings spent at music-halls, must assuredly give place to practical, efficient service of some kind on behalf of the Empire.

Strength of the Volunteer Force.—When Sir Howard Vincent, in the House of Commons, made enquiries respecting the decrease in the numerical strength of the Volunteers, Mr. Brodrick, in his reply, stated that in estimating the diminution it should be remembered that the strength in 1899, and for many years previous, was only about 225,000, and that an abnormal number of enrolments, no less, in fact, than 113,000, took place in 1899-1900. The period of service of those who then enrolled expired last October, and a large number of Volunteers who would have left the Service in ordinary times during those three years, waited to take their discharge until the close of the war. These facts were all mentioned some time ago in these notes, when readers were urged not to attribute too readily the entire diminution to the much-discussed new regulations, of which it may be truly said that but little now remains, except the harm they accomplished by their issue in the original form. An opinion is beginning to prevail rather widely that practically the whole of the defence of these islands should be entrusted to the Auxiliary Forces. It is, therefore, important, even at the risk of repetition, to direct attention to the fact that, as a general rule, the efficiency conditions are now really not so very difficult to fulfil.

Volunteers' War Gratuity.—It is hardly a matter for surprise that in Parliament Mr. Matthew Ridley should have called attention to the wording of an Army Order by which certain Volunteers, after a second spell of active service, were deprived of the gratuity of £5. The War Secretary sought to justify the treatment of these men by explaining that all who volunteered for service under the Army Order referred to were granted the war gratuity, except those who had already completed a period of service in South Africa and had received the gratuity. The condition of the grant was that it should not be given twice to any individual. As a matter of legal right, the Volunteers to whose case Mr. Ridley alluded have certainly no grievance. Yet it may justly be contended that if a Volunteer who went to South Africa for the first time was worth his pay, plus the gratuity, the man who had already seen some service, and was, therefore, presumably more valuable, should not come off second best. Possibly Mr. Brodrick was right in thinking that the arrangement has had no bad effect on recruiting. At the same time, it would probably have been advisable to stretch a point and avoid even the semblance of ungenerous behaviour.

The Ulster Yeomanry.—Last week it was reported that recruiting for the North of Ireland Regiment of Imperial Yeomanry was proceeding briskly. Further accounts received show that this is continuing. A considerable number of applicants, however, have been rejected for inability to pass the riding tests, which are evidently tolerably severe. Some, indeed, of the rejected candidates complain that they are unduly so. Even should this be the case, the responsible authorities are erring in the right direction, for good equitation is obviously the first essential of a mounted soldier. It is stated that more than one man who had served with the Imperial Yeomanry in South Africa failed to satisfy the requirements in the riding test. This, however, indicates that there was undue laxity in the first case, rather than that undue strictness is now exhibited. It is satisfactory to learn that it is confidently expected that the Belfast squadron will soon be filled without lowering the present standard of equitation, and when formed there is little doubt that the unit will be one of which the famous city will have every right to feel very proud.

Lovat's Scouts.—Having referred to the success which is attending the recruiting of the lately raised regiments of Yeomanry in Ireland, it is with equal satisfaction that we are able to record that the War Office has approved of the formation in Scotland of a regiment of Imperial Yeomanry, to be called "Lovat's Scouts," and to be placed under the command of Colonel Lord Lovat, C.B., D.S.O., who raised and commanded with marked success the corps which bore his name in South Africa. This regiment, indeed, has never lost its identity, and a provisional sanction for its embodiment into the Imperial Yeomanry of Great Britain was obtained as far back as last autumn, when similar permission was granted to the Marquess of Tullibardine to raise a like corps in the Southern Highlands. Lord Lovat has had a somewhat varied military career, having served in the Household Cavalry, in the Militia, and subsequently in a Volunteer battalion of the Cameron Highlanders. When his Yeomanry service is considered, it will be seen that he thus has experience personally of the Regular Army, as well as of each branch of the Auxiliary Forces.

A Patriotic Example.—More than once unfavourable comment has been necessitated in these pages by the unpatriotic, and it may be said short-sighted, action of certain employers who refused leave of absence to their subordinates in order that they might qualify for efficiency in a Yeomanry or Volunteer corps. It is, therefore, with much pleasure that we are able now to record that the London and South Western Bank has ruled that extra days' leave is for the future to be granted to all employés who are serving with any unit of the Auxiliary Forces. It is believed that for some time past the Duke of Bedford, who is well known as a staunch supporter of the Constitutional Force, has insisted that every able-bodied man employed in any capacity on the extensive Woburn Estates, shall serve in either the Militia, Yeomanry, or Volunteers. These examples cannot be too highly praised, as they indicate a very practical patriotism.

TRAINBAND.

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THE
NAVY & ARMY
ILLUSTRATED.

VOL. XV.—NO. 320.] SATURDAY MARCH 21st, 1903.

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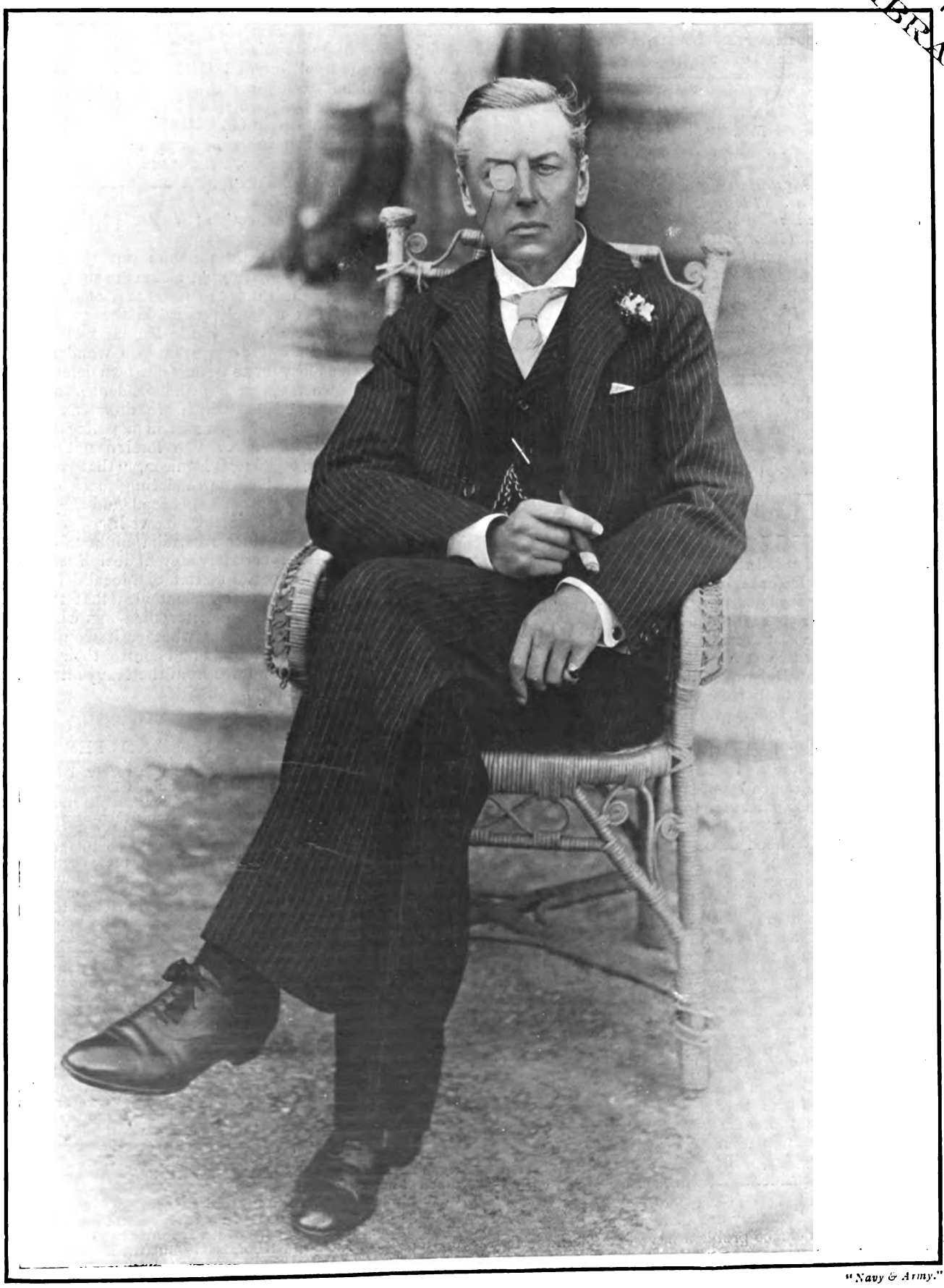

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"BACK FROM THE FRONT!"

THE RIGHT HON. JOSEPH CHAMBERLAIN, M.P., COLONIAL SECRETARY

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NAVY & ARMY ILLUSTRATED
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The Colonies and the Navy.

THE haziness of mind that still exists upon the subject of Imperial Defence is being brought very much into prominence just now. It is as well that it should be brought into prominence, for the subject is one that must be very seriously considered during the next year or two. We all hope that the Cabinet Committee of Imperial Defence will, after deliberation and conference with the best authorities, work out a scheme based upon sound principles—a scheme that will apply to every part of the Empire and that will be accepted by every part of the Empire as being backed by the best opinions and drawn up on the safest lines. In the meantime, however, all who have views upon defence questions, especially those who look at them from the Colonial standpoint, should be listened to, for it is only by finding out what the Colonies think that we can judge of the likelihood of our ideas being acceptable to them.

No one who has followed the opinions set forth in these pages, with the reasons for the holding of those opinions, needs to be told that we found ourselves in active disagreement with much that Senator Matheson of the Australian Commonwealth Parliament said last week in his lecture on "Australia and Naval Defence." Yet Senator Matheson's reflections are valuable in many ways, not least because it is very necessary for us to know what view Australia takes of Naval Defence. The point which he chiefly urged was that Australia must have her own local defence fleet in local waters, apart from the British Navy as a whole. When Lord Selborne says that "the seas are one and the Navy is one," he carries conviction home to our minds, but he fails to impress Australians in the same way. What they say is, "We must have a certain number of ships for the local defence of floating trade," and, if they hold to that aspiration, we must take it into consideration, whether we agree with it or not.

It may seem to us that they are disregarding the lessons which writers on the defence problem have been hammering into people's minds for years past. We may feel inclined to say to them something like this: "You cannot possibly provide yourselves with a Navy large and powerful enough to make your coasts secure from attack. If they are not reasonably secure from attack, what is the good of providing any local Navy at all? Had you not better contribute as handsomely as you can to the cost of the British Navy and rely upon that for your protection, as does the rest of the Empire? We should not be able to detach a large number of ships to patrol your coasts in peace-time, but in case of war you could be certain that your interests would be well looked after." But the wiser course is not to say anything of the kind at this stage. Rather should we examine Australian arguments, hear all that they have to say, and see whether there may not be more in their contention than we imagine.

And in this connection it is just as well to consider along with Senator Matheson's lecture a letter which Colonel Denison of Toronto, the president of the British Empire League in Canada, sent to the *Times* a few weeks ago. Colonel Denison is a keen Imperialist in the best sense, but he approves of the refusal of Canada to contribute largely towards any mutual Imperial Defence Fund. He says that Canada will not contribute to any such fund until she is represented in the body which has the spending of it. This is a very reasonable position. Until we have a Parliament for Imperial affairs (sitting perhaps, as we have suggested before, one year in London, the next in Ottawa, the third in Melbourne, and the fourth at Durban, Pretoria, or Cape Town) we shall not be able to bring the Colonies wholeheartedly into any scheme of either partial or complete Federation.

Further, Colonel Denison points out that, so long as Britain makes her defensive preparations in such a haphazard, one-eyed fashion, she cannot expect the Colonies to help to pay for them. For example, there is the question of food supply in war-time: "While you in England will not include food in your scheme of defence, do you wonder that we in Canada should endeavour to perfect our own defences, in order to secure our own freedom and independence as a people, if the general smash comes, which we dread as the possible result of your obstinate persistence in a policy which leaves you at the mercy of one or two foreign nations?" It is quite possible, says Colonel Denison, "that your starving population would insist on surrendering the Fleet, to which we had contributed," in order to get food, and they might even be willing to surrender possessions as well.

That is a position which Australia might take up as well as Canada, and there is certainly a great deal of food for reflection in it. As to the special matter of a local defence fleet for Australian waters, it is an excellent idea that the Commonwealth should provide the men for the ships which compose the Australian squadron. But whether it would be a good plan for the Australians to build and control their own vessels, making them a separate force from the Navy altogether, is to our thinking very doubtful.

ENGLAND, RUSSIA, AND PERSIA.

LAST week an interesting telegram was received from Calcutta, to the effect that Colonel McMahon's Boundary Commission is now on the Afghan border of Seistan making preliminary surveys, with apparently the most friendly co-operation of both Afghans and Persians in the neighbourhood. The commission in question is one appointed to investigate the complaints brought by the Persians against the Afghans, whom they accuse of having tampered unfairly with the upper waters of the Helmund. Seistan, it should be explained, is a province about 1,000 square miles in area, half of which is Afghan and half Persian, the Helmund forming for a considerable distance the boundary between the two nationalities. In a year of exceptional drought, as 1902 was, the river naturally attained increased importance, and the disputes which have arisen are not in any way surprising. But although ostensibly the proceedings of Colonel McMahon's Boundary Commission constitute the chief claim of Seistan to public prominence at the present moment, that province is really a centre of interest for very much more potent reasons than the squabbles of the Persians and Afghans over the shifting and shallow bed of the Helmund. As a matter of fact, Seistan just now offers a truly rare combination of strategic and economic advantages, and this fact has been so clearly realised both by the Indian Government and by Russia, that a situation has been produced which may have some very serious results indeed. While we ourselves have established an important trade route between Quetta and Seistan *via* Nushki along the Baluch side of the Afghan border, our Northern rival has, practically speaking, Russianised the adjacent Persian province of Khorassan. There are signs that this keen and frankly hostile competition cannot continue much longer without an outbreak of some sort. The possible establishment of a British protectorate over Seistan was hinted at by "Range-finder" in our issue of February 28, and such a development might be an interesting and effective counter to any active movement on the part of Russia in Khorassan. But the immediate apprehension seems to be lest, without any such pronounced Russian action, our own hands may be forced by the mere pressure of the increased influence which Russia is acquiring in a country where our own was formerly so predominant.

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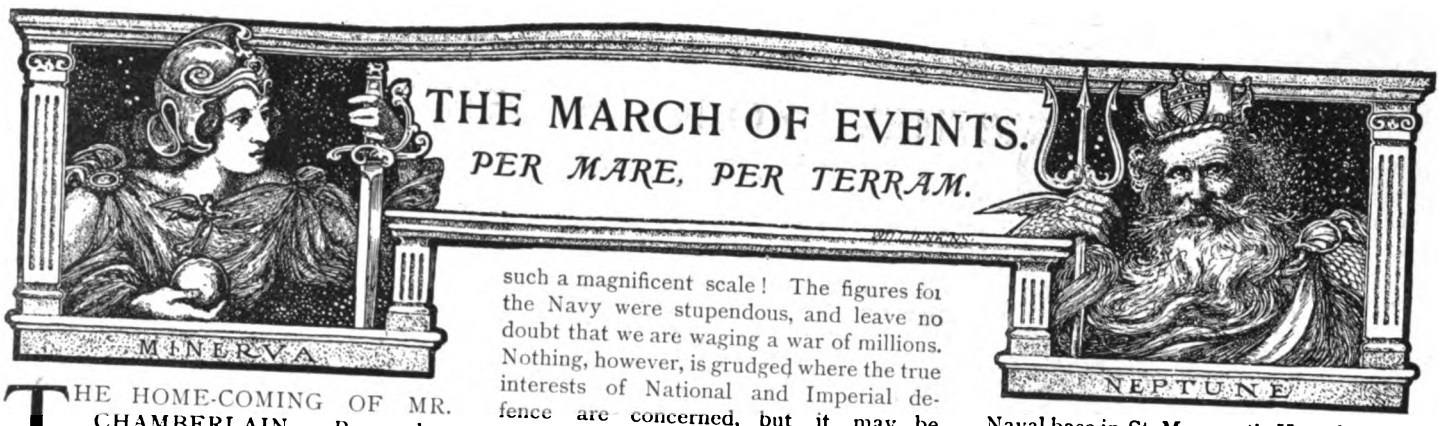


THE HOME-COMING OF MR. CHAMBERLAIN. — Peace has its victories as well as war, and if succeeding generations desire to institute a National, or rather Imperial. Gallery of great Leaders of Men who have fought a good fight in the peaceful interests of the British Empire, a notable niche will surely be reserved for the statesman who has just returned from what was in truth a serious and difficult campaign. The greatest living Imperialist, Mr. Chamberlain's portrait fitly forms this week the frontispiece of a journal so frankly and completely Imperialistic as ours. It may not appear to the casual reader that Mr. Chamberlain's return to this country from his extended tour in South Africa is a Military event. Of course, it is not so directly; but, indirectly, it is a very important Military event, for the following reason. It will depend very much upon the attitude taken by Mr. Chamberlain with regard to the maintenance of troops in South Africa, whether the proposal, opposed so strenuously by Mr. Brodrick during the last ten days, to make South Africa the nursery of our Army comes into effect. From a letter received this week from a senior officer now in South Africa, it is understood that Mr. Chamberlain left that country fully impressed with the advantages of South Africa both as a training ground for troops and as a "depôt" for India. But, of course, it would be impossible to say how the voyage may have affected this opinion. Seventeen days' reflection will often work a considerable effect in the opinions of public men.

THE BATTLE OF MILLIONS.—The discussion upon the Navy Estimates places in a clear light the complete confidence which is reposed in the Board of Admiralty. The demand for money was greater than ever before, and it was no light thing for the Government to come forward with such formidable proposals. Quite enough, said the taxpayer, to have Army Estimates upon such a magnificent scale! The figures for the Navy were stupendous, and leave no doubt that we are waging a war of millions. Nothing, however, is grudged where the true interests of National and Imperial defence are concerned, but it may be questioned whether a weaker Admiralty would have ventured to make demands involving so large a draft on the taxpayer's

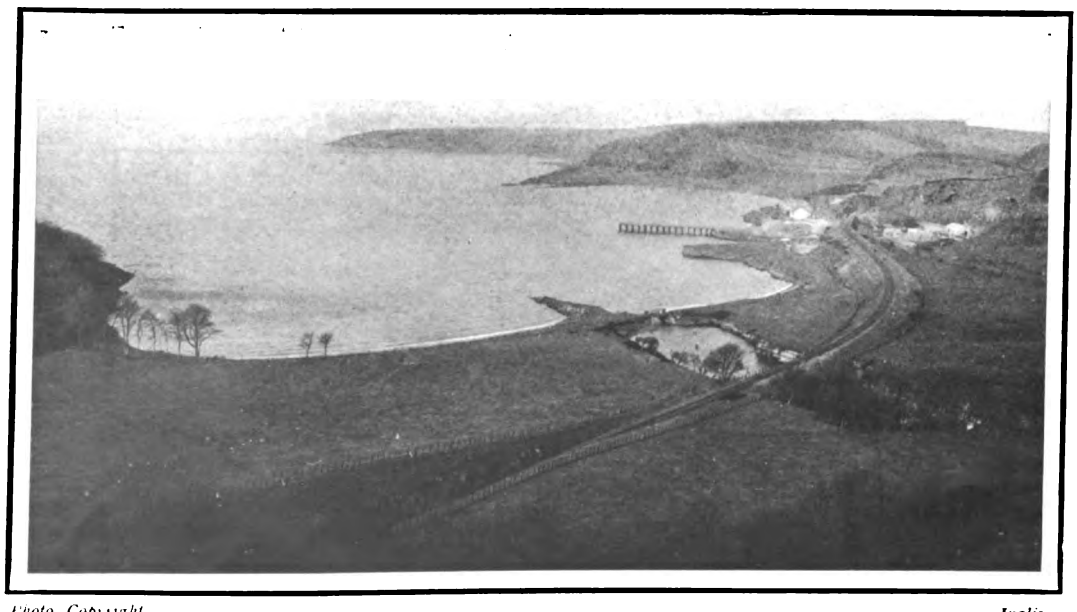
Photo. *D'Arcy.*

COMMANDING THE CAVALRY IN IRELAND.

General Kimington, who has lately taken up the command of the Cavalry Brigade at the Curragh, is well known in connection with the active and useful corps of Mounted Scouts which bore his name in South Africa.

pocket. The cheerfulness with which the burden is taken up is, however, the best proof that Englishmen realise what the Navy is to them, and are impelled to confidence by the manifest sincerity of the Board in its work, by the soundness of its grasp of changing conditions, and still more by the energy and determination it displays.

THE NEW NAVAL BASE.—The recent decision of the Admiralty to create a new Naval base in St. Margaret's Hope has been received with approval on all sides. There is a splendid anchorage for a large number of vessels just outside the bay, which in bad weather is taken advantage of by scores of vessels of all kinds; but St. Margaret's Hope proper must not be confounded with this anchorage. At the narrow neck between North and South Queensferry the tidal waters of the Forth have worn two channels, where the passage is spanned by the Forth Bridge, the deepest of these, on the north side of Inchgarvie Island, being about 200-ft. This extends westward for a considerable distance, and it is on the northern side of the channel thus formed, between Port Edgar and St. Margaret's Hope proper, that the usual anchorage is found, its waters varying from forty to seventy or eighty feet deep. The accompanying illustration shows the bay of St. Margaret's Hope, and it may be pointed out that almost the whole area here presented is covered by only a few feet of water at high tide, and is comparatively dry when the tide is low It is quite possible, therefore, that a large portion of this area may be reclaimed for the purposes of the new Naval station, and that dry docks may be constructed by excavations round about. It will be remembered that a certain amount of marsh area was reclaimed in this way at the construction of Chatham Dockyard. A proposal has also been made to open, at public cost, a ship canal between the rivers Forth and Clyde, so that vessels of war might pass freely between the new base at St. Margaret's Hope and Greenock, thereby creating a secondary Naval base on the Clyde, but it is not likely that any Government will go to this expense, although such a canal might be useful for commercial purposes, and even have strategical value.



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ST. MARGARET'S HOPE.

Where the Admiralty propose to establish a new Naval base.

OUR SUPPLEMENT. — This week we are presenting with the NAVY AND ARMY ILLUSTRATED a four-page supplement dealing with the Naval and Military forces of our ally in the Land of the Rising Sun. The conclusion of the alliance which brought

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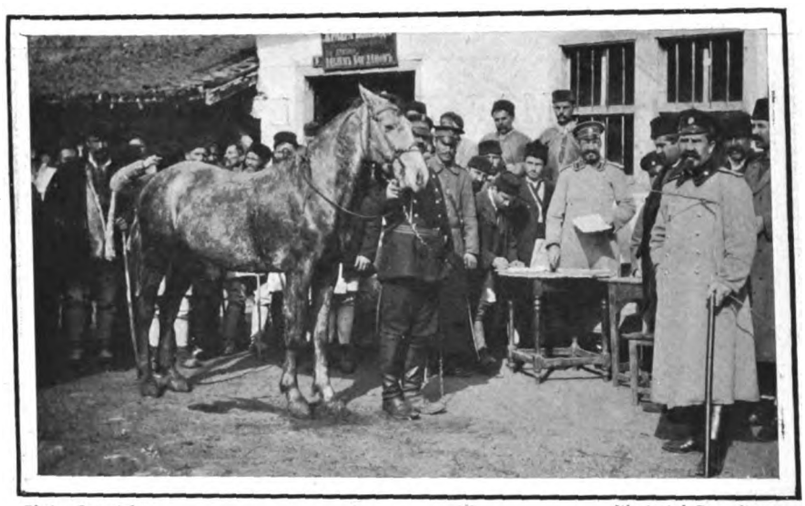
Great Britain out of the condition of "splendid isolation" into which she had voluntarily plunged, necessarily strengthened the position of both the contracting parties. We on our side, have now a powerful colleague in the Far East should trouble arise there, while Japan has a strong Naval Power in Europe ready to guard her interests here in any time of stress. Although the alliance is both offensive and defensive, it is kept within strictly defined limits, and only in certain circumstances would the two countries be likely to fight side by side. But should the necessity arise, we shall be proud to have the Mikado's soldiers and sailors to co-operate with.



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BULGARIAN OFFICERS.
Engaging horses in a frontier village.

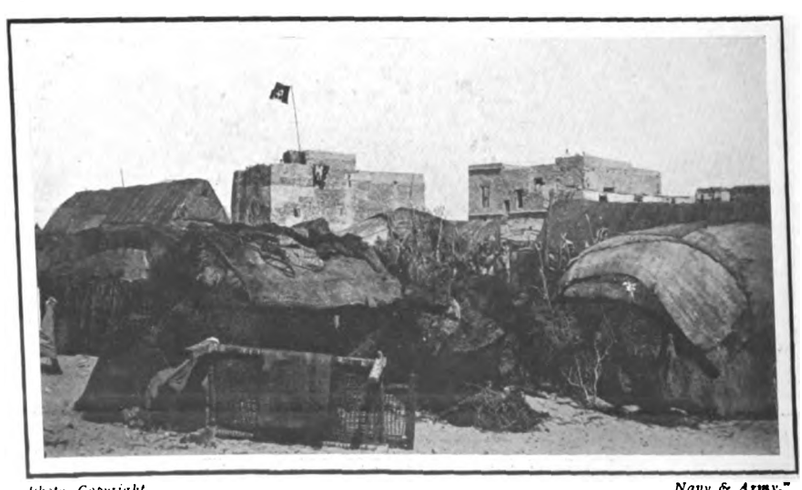
"Rob Roy" Played by the London Scottish.—On Friday and Saturday last the members of the London Scottish Volunteers gave a rendering of "Rob Roy" at the Imperial Theatre. It was certainly rather an ambitious project to take a West End theatre, especially as it is the first time the regiment has attempted anything of the kind. However, the result justified the confidence of the organisers, for on each night the house was quite filled by enthusiastic audiences, many of whom wore the national dress, the tartans giving an unusual and very pleasing effect compared with the usual sombre aspect of the stalls and dress-circle. The play itself cannot be said to be a good example of the playwright's art, as the scenes are disconnected and the dramatic situations are somewhat artificial. The London Scottish, however, had a sympathetic audience, the acting being much above the average of amateur performances. It would be unfair to criticise the individual players—suffice it to say that all played their parts very creditably—but an exception must be made in the case of Corporal Duncan Tovey, who represented Scott's inimitable Bailie Nicol Jarvie to the life, if one may so describe a fictitious character. The performance was a distinct success, and the singing was excellent. The proceeds will go a considerable way to swell the funds of the regiment.

Photo. Copyright. *Fradelle and Young.*

THE LONDON SCOTTISH ON THE STAGE.
"Rob Roy," as produced at the Imperial Theatre last week.

The Somaliland Operations. — The first really important stage in the general advance against the Mullah was accomplished early in March by the occupation of Galkayu, which appears to have been effected without difficulty by the force advancing from Obbia. Meanwhile, Colonel Swann, commanding at Bohotleh, has occupied a place called Damot, and come into contact with a small body of the Mullah's horse, on which some loss was inflicted. The Abyssinian column, with which are Colonel Rochfort and Captain Cobbold, is also well in motion, from which it would seem that the net is beginning to close round the Mullah and his diminishing band of followers. The latter are said to be in the neighbourhood of Mudug, and before long we may receive news of fighting of a serious, perhaps decisive, description. It is satisfactory to learn that, so far, the troops have borne the necessary privation of water well.

New Zealanders at Bisley.—A very recent despatch from Wellington states that it is practically certain that a New Zealand rifle team will attend the next Bisley Meeting, an announcement which will be hailed with general satisfaction. One cannot but be impressed by the sustained zeal exhibited by Australasian marksmen in the matter of repeated visits to the Annual Prize-meeting of the National Rifle Association, and the success of the New Zealanders, especially in some of the more important competitions this year, would be extremely popular among their well-wishers.



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THE SOMALI CAMPAIGN.
The Headquarters of General Manning.

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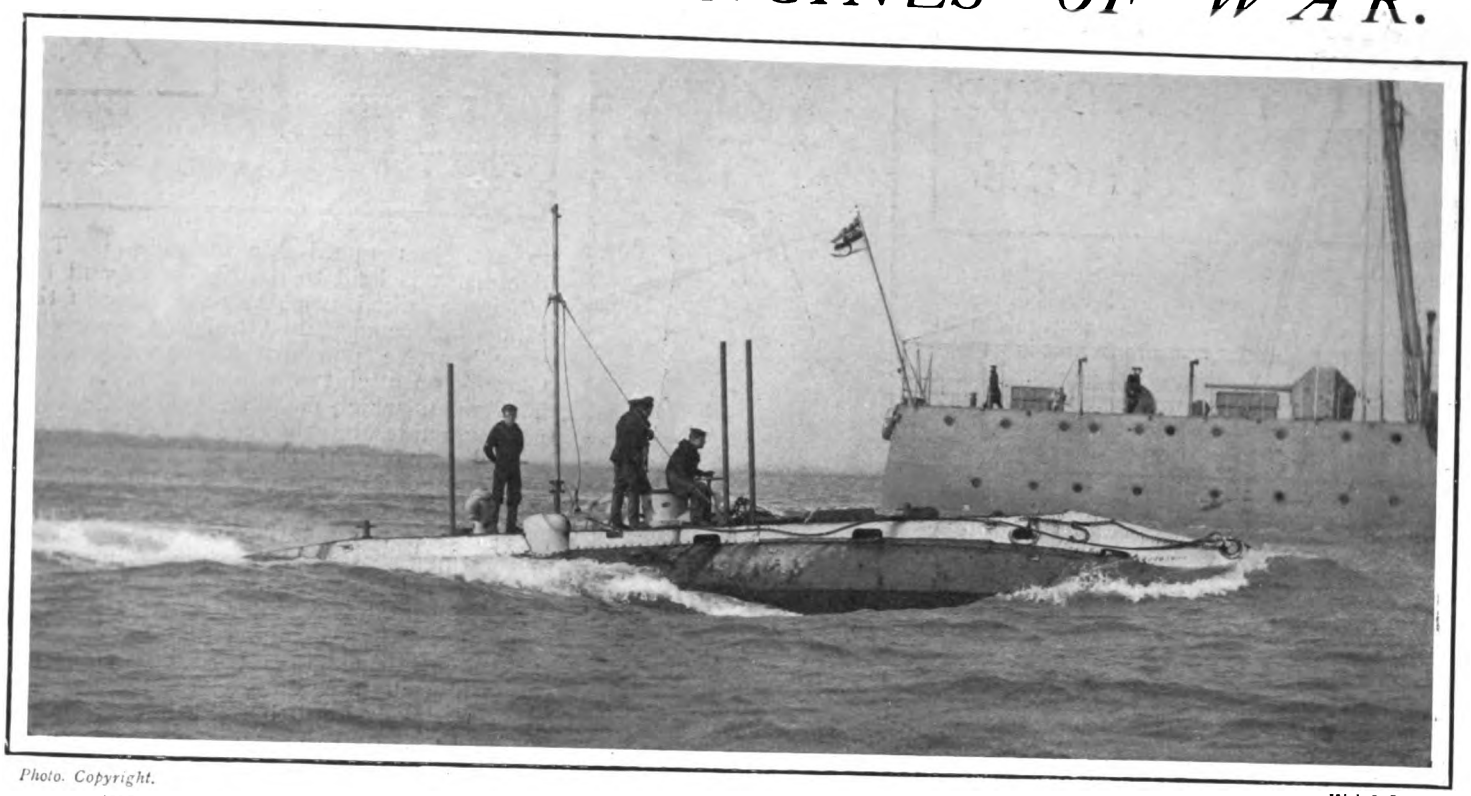
OUR LATEST ENGINES OF WAR.



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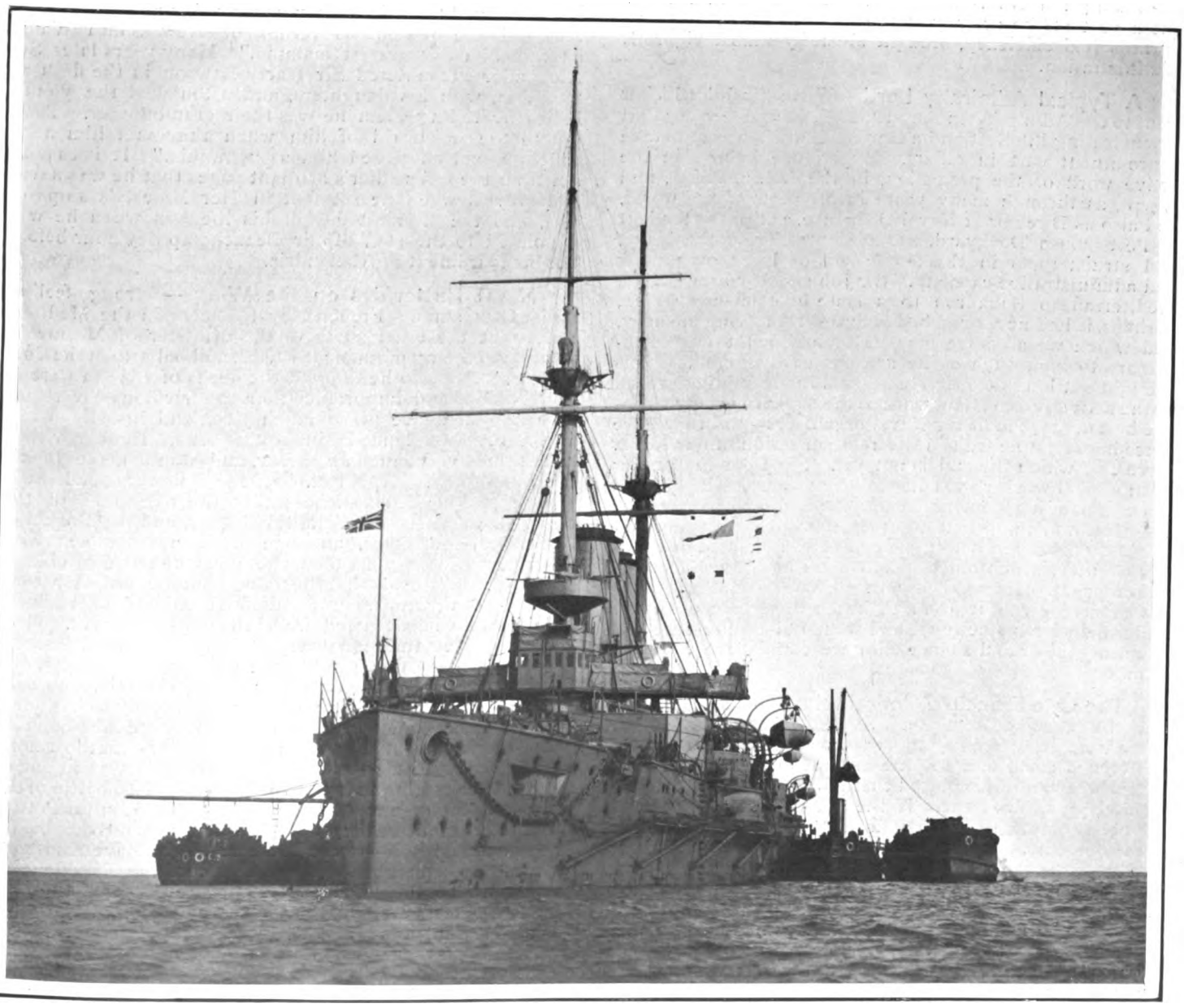
THE FIRST BRITISH SUBMARINES, AT THEIR TRIALS IN THE SOLENT.

A batch of these little vessels has recently been delivered at Portsmouth, and they are now being experimented with.



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THE NEW BATTLE-SHIP "RUSSELL" COALING.

This vessel is the first of the "Duncan" class of the Estimates of 1898-1900 to be completed, and left for the Mediterranean last week.

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THE . . SEA-POWER OF THE NATIONS.

A RECORD OF POLICY AND PROGRESS FROM WEEK TO WEEK.

THE Memorandum presented by Lord Selborne with the Navy Estimates, showing an alert determination to leave nothing undone that is necessary for Naval efficiency, brings home to those whose interest is in Naval affairs the fact that the courage of the Admiralty Board is verily a thing to be thankful for. Those who possess the ability to master important questions as they arise have scope for their energies at the Admiralty, and the Board has for some years been fortunate in gathering round its table officers who have been, and are, the equals of any who have ever been in its counsels. If Pall Mall had kept pace with Whitehall things would not have been as they are. Some mistakes have been made, as in the matter of the Belleville boiler, but it should be a source of profound national gratification that so many great questions have been dealt with effectually. The handling of the vast problem of the organisation of the Naval Reserves, the vital changes made in the system of training officers, the reconstitution of the squadrons, the formation of a new Naval base, and the arrangements for mobilising the Admiralty itself, are matters that cover but a part of the activity of the Board. These are steps towards real efficiency, brought about by a most vigorous administration.

A Typical Admiralty Lord.—When Sir John Fisher went to the Admiralty in August, 1899, everyone knew that a penetrating intellect and a fearless character were to take a prominent part in affairs. Experience gained in the active work of the profession, in the Baltic, China, and Egypt, as through many years in all parts of the world, and also as Director of Naval Ordnance, as Superintendent of Portsmouth Dockyard, and as Controller of the Navy, had struck roots in the fertile soil of large organising and administrative capacity. Sir John Fisher brought the Mediterranean Squadron to a state of efficiency which, perhaps, it had never reached before within living memory, and which we all hope may be maintained, though successors to men such as he are not easily found. Plans thought out long before were ripened in the Mediterannean in the active and constant work of the squadron command—the best of all schools for Naval organisers—and they have since borne ample fruit in the reorganisation of our Naval forces, of which the end is not yet. Sir John Fisher has been a loyal worker with his colleagues on the Board, and his commanding personality has counted for very much in the great and important changes now being made. The gallant officer is in his sixty-third year, and, fortunately for the country, which builds much upon his future services, in the prime of life and vigour. Changes are impending which may give Sir John Fisher, a little later on, a still wider field for his activity, and we may be quite sure that as an organiser and a counsellor we could have no better man.

The Late French "Admiralissimo."—When Admiral Gervais passed from the active list of the French Navy, there were disagreeable rumours as to differences of opinion between himself and the present revolutionary Minister; and it was credibly reported that his departure was marked by a very painful scene. If the Nationalist papers are to be believed, the Minister's hostility pursues the admiral vicariously in his retirement. French seamen and soldiers are too often the victims of political faction, and it is even now asserted that if General Brugère, Generalissimo of the Army, does not cease to intrigue he will be relieved of his high functions and be given command of a mere brigade. The Nationalist papers are sore because Lieutenant Ratyé, Admiral Gervais's late A.D.C., who has been engaged for months under his orders and those of Admiral Fournier in completing the new tactical instructions, has been appointed to the "Vauban," being thus banished to a useless guard-ship at Saigon. The lieutenant is held to be disgraced, and his fall is described as a *petite vengeance* of the Minister directed against the late "Admiralissimo." "Ne pouvant frapper l'Admiral Gervais, on atteint son meilleur serviteur." The papers which make this accusation are not safe guides, but the report alone serves to show how baneful is the influence of French politics upon Naval progress and welfare.

A Sailor-hearted Soldier. — In that book which possesses not a single dull page, but, on the contrary, many brimming over with humour and entertainment, "The Recollections of Forty Years" of General Sir Alexander Tulloch, he has a great many excellent things to record of his sailor friends. He would himself have entered the Service but for the fact that a Naval Lord begged his promised nomination for another, and he was too old when the next turn came. However, the first love of the gallant officer is with him still, and he never tires of telling good stories of his Naval friends, and of the *camaraderie* which existed between the two Services, more especially perhaps in the China War. Full of fun is his account of the combined theatricals they organised, and always after that did the present Governor of New South Wales address him as "dearest mamma." Many years later Sir Alexander encountered Sir Harry Rawson in the flesh at Southsea, with his daughters, and astonished the young ladies by telling them he was their grandmother. They got to the windward of him when they met him at a function, and addressed him as "grannie." It is easy to see from the old soldier's brilliant pages that he was never so happy as when he set foot in Her Majesty's ships of war, and the proudest day of his life was when he was appointed to the staff of Sir Beauchamp Seymour before the bombardment of Alexandria.

Naval Butterflies on the Wing. — Strong feeling still exists among French Naval officers in the Mediterranean at the cruel sneer of the Minister of Marine in relation to their "promenades, fêtes, and balls upon the Côte d'Azur." He said he thought the needs of Bizerta were of more weight and importance than the frivolous diversions to which they gave up so much time, and his supporters in the Press applauded him to the echo. Evidently they take things very much *au sérieux*, and would make Jack a very dull boy. A Naval battle of flowers had been announced at Villefranche under the patronage of the King of the Belgians, Admiral Pottier, and the Prefect of the Alpes Maritimes, and one of them exclaimed with Figaro, "Hâtons-nous d'en rire, pour ne pas être obligés d'en pleurer." Now that the tale is public property they have much to weep about. Admiral Pottier and his officers were not to be debarred from the entertainment. The flag-ship gave the signal with three guns, and the steam pinnaces towed the ships' boats, all gay with flowers, one dressed as a butterfly, another as a gondola, one as a Chinese junk, another as an automobile, many as bouquets of flowers, and one as a windmill. They bore their banners of triumph presented by Admiral Fournier—that lost hope of the Nationalists!—and Admiral Marquis was in one of them, encouraging many in the long-contested battle of the flowers. So huge was the enjoyment, that Admiral Pottier told the committee they would certainly come back before the manœuvres if—worse luck, he might have said *sous voce!*—the squadron had not to escort the President to Algeria. To the plain observer it would seem that the French officers amused themselves and their friends in a very pleasant and harmless way. The harsh criticisms passed upon them remind the writer of an incident recorded by Boswell. "The great Dr. Clarke" was romping one day with his friends, when he saw Beau Nash approaching. "My boys, let us be grave," he said; "here comes a fool!"

JOHN LEYLAND.

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IN THE TRAINING SERVICE.

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FURLING SAILS ON BOARD THE "SEAFLOWER."

An old custom which is now falling into disuse.

The training of a modern seaman is very different from that which obtained fifty years ago. He has no longer to scramble aloft to manipulate sails in the teeth of the gale. The motive power of a war vessel to-day lies below deck, not in the filled sails, and to keep pace with the advances of the engineering science it is necessary for training vessels to abandon those old-time drills which, however pleasing they may be to the eye, are not calculated to improve the efficiency of the Fleet, nor give to our vessels crews of men trained in up-to-date methods of using up-to-date machines. It may be urged that under the old system men were taught quickness of eye and limb, and a certain independence to the circumstances under which they worked, but it is not to be supposed that under new methods of training these qualities would be lost, or degenerate in any way. Such, at least, is the opinion of the Admiralty, as the orders they have recently promulgated in reference to the training service go to show.

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ROUND THE MILITARY CLUBS.

What Soldiers are Thinking, Saying, and Doing.

By RANGE-FINDER.

A MODERN philosopher and satirist is credited with having said that whatever doubt he might have possessed as to the title of any people on the earth to lay claim to being "the Chosen of God" had been dispelled during his stay in this country. This philosopher had allowed this expression of thought after viewing the extent of the British Empire in comparison with the area of the British Isles. But if he could have heard the debate in the House of Lords on the subject of our Military organisation he would have been satisfied that nothing but Divine protection could save a nation so represented from galloping decay. No more pitiful *exposé* of ignorance of such an all-important national subject has ever before manifested itself in that honourable House. And in the majority of speeches even the tricks of oratory were absent which usually are the cover to the politician's ignorance. I understand that Lord Rosebery left the House in absolute disgust at the nature of the proceedings, which failed either in substance or delivery to produce a better debate than would arise out of Hyde Park oratory on a Sunday afternoon.

The South African Army Corps.—But there was one point to be gathered from the debate. I take it that Lord Lansdowne made a definite statement of policy with regard to the establishment of an Army Corps in South Africa, and from his speech it seems very certain that the Government will not establish one of our Army Corps in that Continent. The reason for this would be tolerably clear on the score of expense; but there is another and more convincing reason against the South African scheme. One of the main arguments employed by those who defend the scheme is that we would have with our well-trained British troops in South Africa a force which, upon an emergency, we could ship to Persia, India, or China at the shortest possible notice. But it is here that the Navy steps in. I understand that once we became involved in hostilities with a foreign Sea-Power, the Navy would absolutely refuse to undertake the convoying of troops until the Naval situation had been cleared up. And in this they would be perfectly right.

The Navy and a Colonial Garrison Scheme. — Therefore in the event of a war with France and Russia — which, if one reads between the lines of the Prime Minister's recent speeches, must be the contingency most in the mind of the pilots engaged in steering our ship over the stormy seas of foreign policy—our Army Corps, while being 50 per cent. more expensive will be of no more immediate use to us than if it was in this country. Such an argument must appeal to the Treasury views on the subject, and, as we know, the views entertained by that body exercise a considerable power in all reforms. But I understand that the Cabinet was not at all confident over the turn which the debate on the Estimates might possibly take, and I shall not be in the smallest degree surprised if they presently agree to sacrifice Mr. Brodrick to "save their face," if not their character.

The Royal Garrison Regiment.—But little notice has been taken of the genuine reform in the Army which will be the outcome of the new warrant for the establishment of the Royal Garrison Regiment. The bane of the Short-service System was that the Army offered little in the way of a career to men of medium quality. Now, with the Garrison Regiment permanently established, there is a branch service open to every man in the Army, which will allow him to soldier again, after having failed in an attempt in civil life. The amalgamation of the Garrison Regiment and Militia Reserve Service for the purpose of enabling men to qualify for a pension is also a very creditable reform, and should do much to render service in the ranks more popular. Anyway, although I disagree with Mr. Brodrick's Army Corps Scheme, I am ready to congratulate him upon some of his reforms, the Garrison Regiment and the Yeomanry, for instance.

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ARTILLERY PRACTICE.

Field Artillery at work.

Sabre v. Rifle.—So the lance has been condemned, and the sword is to remain as a cavalry weapon. I would like to have seen the sword abolished and its place taken by a Mauser or other automatic pistol. But the fiat has gone forth, and there will be great gladness in the hearts of the majority of cavalrymen. They love their traditions, and who can blame them for this affection, when it is considered what these traditions are? But, nevertheless, the weapon which has been the spade used in raising the mound of the tradition of the cavalry will have to go by the board when its uses are past. It has served its end honourably; but after our experiences of the last three years nothing will convince me that there is any weapon that can be more serviceable to the mounted man in the future than the rifle. The consensus of opinion, I know, is that the sword will give the mounted soldier confidence—that *élan* which we all expect in the gay cavalier. But I am sure this is wrong; the soldier who is not educated sufficiently to feel absolute confidence in a magazine rifle would be better out of the Service than in it.

The Masterson Family.—It surprises me that no one has taken the trouble to write the romance of the Masterson family. Talking about tradition has reminded me of it. A Masterson, it will be remembered, captured the French eagle which the Irish Fusiliers have in their possession. A commission was at once conferred upon this Masterson, and the tradition established that if ever one of his descendants in the direct line enlisted, he was to be given a commission. This I believe has been carried out, if not to the letter, at least in spirit. Anyway, Major Masterson, V.C., of the Devonshire Regiment, was given his commission for conspicuous gallantry at Tel-el-Kebir, when a sergeant in the Royal Irish Fusiliers; and it will be remembered how he proved his worth in the Devons' charge at Wagon Hill during the siege of Ladysmith, which service brought him a brevet and a V.C.

Military Motorism.—Considerable strides are being made in the matter of "motorism" for military purposes at Chatham, and we shall find, if I mistake not, that a considerable portion of the general direction at the coming manœuvres will be from the cushioned seat of a car. Major McNalty, the young Army Service Corps major, who proved himself such a genius in turning out "refined" butcher's meat when in Ladysmith, is, I understand, now at Chatham, as the head of this department, or, rather, a section of it. In future European warfare the motor-car will play a part, but it has been overdone on the Continent during the last few years. In France one almost expects to find colonels commanding their regiments from a car. So much was it overdone, that it was interesting to find that during the German manœuvres last year "cars" were hardly in use at all. All civilised countries pass through their stages of fads, just as schoolboys do. Germany has had her "period" of car fever, France has still got hers on her, and we are ourselves rapidly developing the symptoms.

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MODERN MILITARY MOBILITY.

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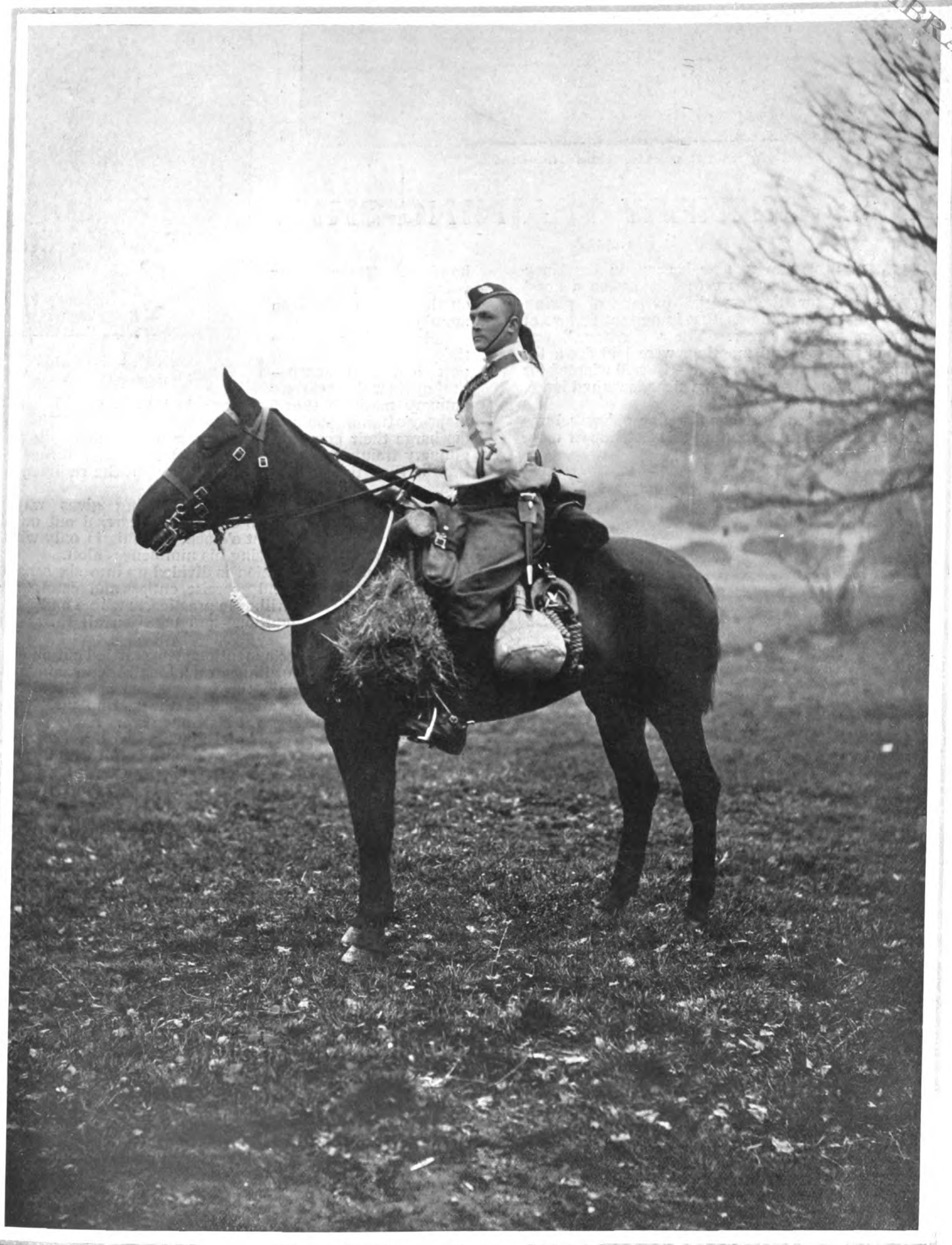

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A MAN OF ALL WORK.

Mounted Infantryman of the Highland Light Infantry.

There was a time when the Light Infantryman would have laughed to scorn the idea that he could be made much more mobile than he was, and certainly, for all ordinary purposes where activity and "nippiness" are concerned, the average British Light Infantry soldier would want some beating. But modern requirements in the way of mobility are very pressing, and so to-day we sometimes put even the Light Infantryman on a horse, and certainly in the instance pictured above the result seems singularly satisfactory.

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BOYS MARCHING AWAY FROM THE RANGE.

GUNNER POWELL.
A zealous warrant officer.

A BOYS' GUNNERY TRAINING-SHIP.

By P. B. ELLIOT.

SO important has gunnery now become in the Navy that it was found necessary to commission a boys' training-ship for the especial purpose of giving lads a good grounding in that important feature of their professional career. The "Minotaur" was selected for this purpose, and moorings were laid down for her off Portland, the ship being particularly well adapted for accommodating boys owing to her long, clear decks and large, airy gunports.

No more than sixteen years ago this fine old vessel was flag-ship of the Channel Squadron, and this fact, almost more

SQUAD DRILL.
Boys commencing their gunnery class.

than anything else, should convey to the reader's intelligence the gigantic strides our Navy has made in the right direction during the last few years. Those joining the "Minotaur" for their gunnery training are all what are termed first-class boys, having finished their other instructions, including school and seamanship (which are carried out in the second-class training-ships), so that on the termination of the gunnery course they are ready for drafting to the "Agincourt," which is a depôt for supplying the Fleet with sea-going boys as vacancies occur.

The total time of training from the raw recruit to the finished article is sixteen months, nine of which are spent as a boy second-class, unless he be particularly brilliant at school work and general smartness (which is often the case with Greenwich School boys), in which case, provided he is not below the age of sixteen, he may be rated a first-class boy after only eight months' training.

As before stated, during the boy's time in the second-class training-ship, he is initiated into the seamanship side of his profession, and every other day has to attend school under the supervision of the Naval schoolmaster.

When he is not at school the boy is taught to pull an oar and to sail a boat and work a dipping lug. However, it is not with the earlier part of the recruit's training that this article has to deal, but with the final stage, to include the many different branches of gunnery, which, when finished, leaves the boy a very different being from the raw recruit of eighteen months ago, ready at last to take his place and do his duty with other seamen in whichever ship or whatever station he may be sent to. As before stated, the actual training is sixteen months, exclusive of holidays and special holidays. These latter make up the time spent on board to eighteen months.

Excepting those training-ships at Devonport and Portsmouth—the boys in which get their gunnery training at the schools attached to those ports—all His Majesty's training-ships stationed round the United Kingdom discharge their boys to the "Minotaur" to complete their gunnery training. I say to complete, because during the time in their first ships the boys are taught the rudiments of gunnery.

On board the "Minotaur" everything gives way to gunnery. It is true that sail drill aloft is carried out on one morning a week before eight o'clock, but this is only with a view to prevent "Jack" losing his nimbleness aloft.

The course of instruction is divided up into six separate and distinct subjects—field exercise, cutlass and pistol, heavy gun (including firing) drill, rifle practice, machine and quick-firing gun drill, ammunition—and takes in all thirty-five working days.

The first four subjects mentioned are carried out on shore at the rifle range and drilling ground, and the remainder are taught on board the ship, the instructions being under the control of a lieutenant attached to the "Minotaur," whose duty it is to visit the range at least once every day.

The instructional staff of the ship is a large one, but, notwithstanding this fact, when the ship is full with 800 boys, as is sometimes the case, and especially in the winter months, when the brigs and sloops attached to the ship are lying up at their ports refitting, the inadequacy of the staff is distinctly felt. However, this happily is not often the case, the standard number of boys on board averaging 600.

The instructional part of the training devolves on two lieutenants, eight warrant officers, twenty petty officers, instructors, and a gunnery commander in charge of the

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FUTURE GUNNERS.
Instruction in the use of 4·7-in. quick-firers.

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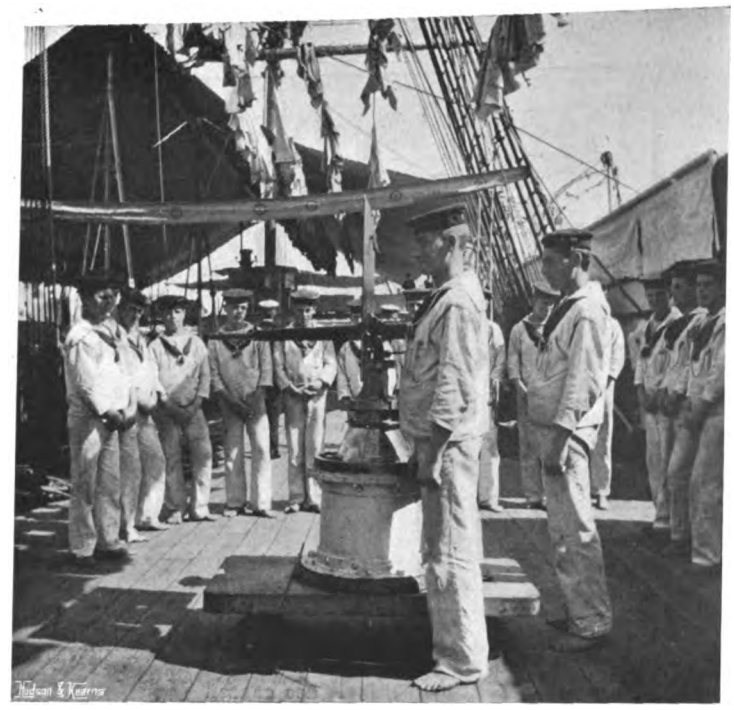
ship. The boys have little leisure between the hours of réveille at 4.50 a.m. and the pipe "Stand by hammocks" at 8 p.m., but plenty of honest hard work appears to agree with "sailor boy," at least, judging by his healthy complexion and well-set-up physique, and there is but scanty opportunity of getting into mischief, a thing most boys are apt to do if allowed much time to themselves.

The usual daily routine is as follows: After lashing up their hammocks and cleaning themselves, the boys are employed on the decks until six o'clock, when they have their breakfast, which consists of four ounces of corned pork, eight ounces of soft bread, three-quarters of an ounce of chocolate, and three-quarters of an ounce of sugar. They then finish off the decks, thoroughly cleaning all the wood and bright work, and at 7.20 the "Assembly" is sounded and the boys "told off" to man the many ship's cutters which are lowered, and pulling instruction is carried out under the second lieutenant. At eight o'clock the boats return to the ship and are hoisted up, two boats being hoisted at the same time, the band meanwhile playing the "Double," which allows the boys to run them up to the "davit head" smartly.

The range parties proceed to land, taking with them their dinners, which are cooked on shore; while the classes left on board for instruction sweep up the decks for the divisional muster, which takes place at 8.45, followed by prayers read by the ship's chaplain. Prayers over, the "Instructional" bugle is sounded, classes fall in, and away they go to their instructions, which are carried out until 3.30 p.m., one hour being allowed for dinner at noon. The range parties then return, and at the same time the instructions cease on board and fire drill is carried out, during which the lieutenant of the day visits the various stations to see everything is correct and in working order. The "Disperse" is sounded, and the boys go to supper.

Clothes have now to be washed and hung upon the clothes-lines to dry, the wet deck dried up, and everything got ready for lowering the boats. These then go away under sail, with the lieutenant on duty in the sailing pinnace (the largest sailing-boat on board), and sailing instruction is carried out until seven o'clock, when the boats' recall is hoisted. Returning to the ship, the boats are hoisted up, ropes coiled down neatly, and the boys prepare their dinners for the next day.

Now it is very nearly time to "Stand by hammocks," and willingly the boys turn in, and soon go to sleep after their hard day's work in the fresh sea air—indeed, so much so, that when the first lieutenant goes his rounds at nine o'clock he finds the decks quiet and peaceful. Here and there, dotted about, are the nice clean white hammocks; and inside them, if one takes a peep, one sees a little sleeping form, snugly tucked between the blankets, as often as not snoring like a young steam-engine. What a change from the activity of a couple of hours ago! Such is the ordinary daily routine on board the "Minotaur."



MACHINE-GUN DRILL.
A useful weapon in the right place.

VOLLEY FIRING.
Instruction at the Rifle Range.

On Thursdays and Sundays the boys have "plum duff" with their dinners, and on these auspicious days they are allowed afternoon leave on shore. Whilst writing the words "plum duff" an amusing incident runs through my mind. The other day I was inspecting the boys' dinners. It was a Thursday, and on arriving at the band-boys' mess I noticed that there were no currants or raisins in the pudding; in fact, the "duff" was deserted in this respect. I questioned the cook of the mess—a boy of about 4-ft. nothing in height, very little beam, and enormous eyes; in fact, he was nearly all eyes—as to the reason. The boy blushingly stammered out that whilst making the pudding the evening before he had not the strength of mind to resist eating the raisins, as "they looked so nice!" The boy was not allowed to be cook of the mess in the future.

Wednesday forenoon is a great day in the week. The battalion is landed and drawn up on shore by eight o'clock, then, with band playing and flags flying, the boys are marched up to the parade ground, where battalion and company drill is exercised. Once a year an inter-training-ship boat-race comes off for a challenge cup subscribed for between all the ships. The contest takes place at a different port each year, in order to give crews from each ship in turn a chance of pulling on their own particular water. The several crews arrive some days previous to the race, and it is the event which creates the greatest excitement of the year. The "Minotaur" won the race both last year and in 1901, and she is the first ship to have won the race two years in succession, proving that although much time is devoted to gunnery on board her, boat pulling is in no wise allowed to deteriorate. Quite recently a gunnery lieutenant has been appointed by the Admiralty to supervise the gunnery instruction of the entire training service. This measure will unquestionably tend to standardise the training, and also introduce an element of competition and emulation which cannot fail to be of great advantage.

And with this brief account—brief, solely by reason of little space, as much more might be said upon the matter—I am reluctantly obliged to take my leave, in the sincere hope that my readers may appreciate in its true value the life on board a training-ship, watching with interest the gradual piecing together of that living belt of defence that has grown year by year and bolt by bolt into the saving strength and security of a mighty nation.

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TAKING AIM.
Manipulating a 3-pounder quick-firer.

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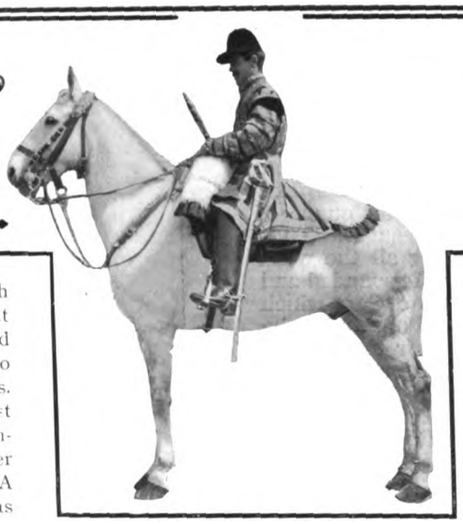
DEFENCE, NOT . . . DEFIANCE.



Citizen Soldiers IN Town & Country.

By TRAINBAND.

THE first *Gazette* issued this month contained the announcement that the King had approved of the formation of a corps to be designated the Motor Volunteer Corps. The idea of raising such from amongst the owners of motor-cars was first conceived by Mr. Mark Mayhew, an officer in the Middlesex Imperial Yeomanry. A tentative sanction for its formation was granted by the War Office, but the definite authority of the *Gazette* notice has caused general satisfaction. The members of this latest addition to our military units furnish all particulars of the cars they possess, and they undertake to maintain them in readiness for use during manœuvres, and to drive them or provide efficient drivers when required. A scale of pay for members, which may really be regarded as compensation for the expense of running the cars, has been drawn up by the War Office, and a serviceable uniform has been designed. The motor-car has already become such an integral part of our daily life that its employment on active service would in most countries be a certainty. Great credit is due, however, to Mr. Mayhew, not only for the notion of a Motor Volunteer Corps, but also for so readily adapting the notion to practical working.

Prosecution for Non-efficiency.—The practice of invoking the assistance of the law in the case of Volunteers who fail to render themselves efficient, and thereby earn the capitation grant for their corps, does not seem to have been carried out recently with much discretion. If a man who has full opportunity of attending the necessary drills, etc., deliberately neglects to do so, it is evidently just that he should be required to make good to his corps the amount of the grant he has neglected to earn for it. A few days ago, however, a man was summoned at Highgate for failing to make himself efficient as a member of his battalion, and the circumstances related proved clearly that legal action should not have been taken. The defendant stated that he did not attend the drills because he was serving with the Imperial Yeomanry in South Africa. He went out twice, and on each occasion it was entered on his attestation papers that he was a Volunteer. He had also notified the battalion. It will be generally agreed that the man was not one against whom proceedings should have been commenced, and it is satisfactory to be able to record that the magistrate dismissed the case.

Sunday Drilling.—As a general rule, Volunteers do their best to attend drill, especially when it is a bit more advanced in character than that which can be performed in the drill-hall. But the struggle for existence renders the question of what time they can devote to it a very pressing one. It is not surprising, therefore, that the suggestion has been made that a portion of Sunday might very well be used for training men to defend their country. A commanding officer points out that owing to cricket, football, and other outdoor sports, Saturday afternoon drills are not popular among Volunteers, and in many corps, especially in the North, they are rarely held. The strictest Sabbatarian could hardly raise objection, the proposal being that, as a beginning, a short parade for battalion drill or skirmishing instruction should be held on Sunday afternoons, the exercise to be preceded by a brief service conducted by the chaplain of the corps, and the band to be in attendance. Such a plan is quite in accordance with English traditions, for all readers of history will recollect how in past centuries practice with the bow and arrow was enjoined as the proper employment after attendance at divine service.

Deficiency of Officers.—One of the most serious questions affecting the well-being of the Auxiliary Forces is the marked and constantly increasing deficiency of officers. Great as is the shortage in the Militia, it is even more apparent in the Volunteers; and the figures announced by Mr. Brodrick in reply to a question from Mr. Morrell really afford reason for alarm. Not so long ago, Major-General Sir Alfred Turner spoke very strongly on this subject, and asserted that anyone who devised a scheme by which suitable young gentlemen would be induced to accept commissions in the Auxiliary Forces, and especially in the Volunteers, would thoroughly earn the gratitude of the nation. The Secretary of State for War considers that the pecuniary liability which falls on Volunteer officers is often an important factor in a result which greatly impairs the value of the force. This is, without doubt, quite true in certain cases, but, perhaps, hardly to the extent that it is usually believed. At the same time, it seems clear that it would be possible to curtail some expenses which are decidedly unnecessary, and as now a Royal Commission will enquire generally into the conditions of Militia and Volunteer service, some useful modifications in this direction may be anticipated.

National Defence Organisation.—"An Organisation of the Nation for Defence" was the title of a lecture recently delivered at the Royal United Service Institution by Major-General Webber, who expressed his belief that compulsory service, in imitation of the systems prevailing on the Continent, was not adapted to the life conditions of the English people. In common, however, with nearly all who devote their attention to the vital question of national defence, the lecturer asserted that he deemed it obligatory on every citizen to give personally of his strength and intelligence in time of peace to prepare himself to take some share in the work of defence when the nation was engaged in war. With the advance in the accuracy and range of weapons the attempt to train compulsorily every man to use them was wasteful. Though the professional soldier must be much more highly trained, Major-General Webber affirmed that the voluntary system of enlistment for every branch of both Services was the only scientific one when men were required for the line of battle. He wished to prove, however, the advisability of organising the unarmed men of the country.

The Non-combatants.—For maintaining order, expediting the distribution of food, and other kindred labour, some million or two of unarmed men would be needed, and at present for them there exists no pretence of organisation in times of peace. The consequence is that in the early stages of a big war much of this work would have to be undertaken by trained combatants, who obviously ought to be in the fighting line. Major-General Webber then unfolded a scheme, the object of which was to bring every man, not already enrolled in some fighting force, to be registered as one of a unit in his own district. The lecturer presented statistics which, he contended, showed that universal compulsory service on the Continental system would cost nearly £20,000,000, while the cost involved by the adoption of the system he proposed would be but £1,250,000. Whether Major-General Webber's scheme would bear the test of practice and a prolonged campaign is at least open to some doubt, but if this last statement is true it ought at any rate to prove popular with the taxpayer.

A Useful Officer.—The final order issued by Colonel Lucas, C.B., when relinquishing the appointment of D.A.G. for Imperial Yeomanry, must be still fresh in the minds of all interested in that force. With every justification he thanked all those who had been associated with him in the movement, and made special reference to the commanding officers of regiments of Yeomanry at home, without whose assistance and influence, it was most truly observed, the large force of Imperial Yeomanry could never have been raised. Few, however, have an adequate idea of how much is owing to Colonel Lucas for the zeal with which he consistently discharged his onerous duties. It was in February, 1900, that he took over the charge of the Yeomanry office in Westminster, and he was then granted the temporary rank of colonel in the Army.

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OUR VOLUNTEER ENGINEERS.

Photo. Copyright. *Elliott & Fry.*

THE OFFICERS OF THE 2ND LANCASHIRE (ST. HELENS) ROYAL ENGINEERS (VOLUNTEERS.)

The corps was in camp for a week at Southshore, near Blackpool, and got through a deal of work in the time at its disposal.

Reading from left to right the names are—Back row: Lieut. A. Robinson, Lieut. J. Shaw, Capt. W. Oppenheim, Surgeon-Lieut. E. H. Monks, Lieut. G. A. Oppenheim, Rev. L. J. Rich, M.A. (Acting Chaplain), and Lieut. J. H. Fox. Second row: Rev. J. C. Fagot, M.A. (Acting Chaplain), Capt. George E. Sayce, Surgeon-Capt. R. Jackson, M.B., Lieut.-Col. J. D. Murray, Col. G. R. K. Savage, R.E. (C.R.E. North-Western District), Major J. P. Fraser, Capt. R. B. Glover, Capt. B. Brewis, and Capt. C. Taberner. Front row: Lieut. and Quartermaster J. Anders and Lieut. T. C. Broom.

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OUR INDIAN EMPIRE.

A RUNNING RECORD OF MILITARY LIFE AND INCIDENT IN THE "SHINY EAST."

By Captain Owen Wheeler

THE return of the Duke of Connaught from India marks the successful accomplishment of a plan royally felicitous in its conception, and royally thorough and dignified in its achievement. In splendour of accompaniment and elaboration of ceremonial the Duke's visit may hereafter be cast into the shade by that of the Prince of Wales. But it will be many a long day before any member even of the Royal Family goes out to India in such a surrounding of happy associations, or leaves it with those associations so happily renewed, as has been the case with the former commander of the Bombay Army and the present Field-Marshal commanding the Third Army Corps.

Aden and its Hinterland.—The "blasted rock," to quote the profanely accurate description once given by a subaltern of Aden, has been a good deal in the public eye lately, and will probably retain that prominence for a considerable future period. Just now it is the Hinterland and Turkey's rather shadowy conception of what are her suzerain rights in that region that constitute the main interest of this queer spot, which, in addition to its volcanic origin and characteristics, is one of our most valuable coaling stations, an important location for troops, and a strange nursery of occasional foreign espionage and intrigue. Of the espionage we have had a very recent example which has become public; but, if the truth were known, the probability is that there have been scores of similar cases generally, if not always, frustrated by the vigilance of the authorities. The intrigues are not always directed against England, for the opposite littoral has long been of interest to several Continental Powers. Years ago a British Resident at Aden told me he found this circumstance very convenient, as he could get all the information he wanted about the movements of any one Power by merely inviting the confidence of one of the others.

An Experienced Resident.—The present G.O.C. at Aden, and *ex-officio* Political Resident, is Brigadier-General P. Maitland, whom I used to know very well at Simla in the early eighties, when he, like myself, was on the staff of the Intelligence Branch. He must have been one of the handsomest men in the Army in those days, and was a very level-headed and accomplished Intelligence officer, as well as a *beau sabreur*, an excellent draughtsman, and an admirable writer of clear and interesting military reports. He carried out some important reconnaissances for the Intelligence Branch, and now and then must have been in some very tight places. One evening a crowd of angry tribesmen surrounded his camp and demanded that he should come out with his servants and fight them. He said he would be delighted, but asked his visitors to wait till the morning, when he would pulverise them and continue his march. In the morning the "enemy" had disappeared, and Maitland, after giving them full time to turn up, passed leisurely on. He subsequently became Secretary to Government in the Military Department, and he has been at Aden since June, 1901.

Promotion Exams. in India.—There is an interesting article in the current number of the *United Service Magazine* on "Garrison Classes in India," in which it is pointed out that those who go up from the latter for their examinations for promotion have a distinct pull over "direct candidates," who work up for the same examinations without being struck off duty. This is rather hard, and should be looked into by the authorities, for a man ought not to be penalised because the fact that he has gone through Sandhurst enables him to stick to his regimental duty without going to the hills for a garrison class course. The advantages secured by those who go to a garrison class are very real, and have been sensibly and forcibly pointed out by the writer of the article under allusion. One is the fact that garrison class candidates are examined at the end of their course, and consequently are almost certain to be set a sketch of a piece of ground which, although they have not tackled it during the class, is one out of a very few bits available, and there is nothing to prevent a candidate making a shrewd guess at the locality and sketching it in his spare time.

How I Passed for My Captaincy.—I myself was a "direct candidate" in the prehistoric times when I tackled my examination for promotion to captain, and how I contrived to get through with the small amount of work I did has since been a mystery to me. Four of us subalterns went up at the same time, and we all passed, although we had nothing in our favour, and we certainly took no sort of mean advantage of our very pleasant board of examiners. The president of the latter was an Artillery colonel who was good enough to say afterwards to our own C.O. that he highly approved of our behaviour—no attempt at cribbing, and I think he may have added that we made excellent commissariat arrangements, in which incidental "pegs" for the Board during the road reconnaissance were thoughtfully included. What also pleased me was the fact that every day for about three weeks before the examination my brother candidates would come to my bungalow and scoff at my indolence, prophesying my complete and ignominious failure. As it happened, I was the only one "distinguished" in any subject, and, though that subject was Military Law merely, I was rather cock-a-hoop about it.

Some Reminiscences of 1857-58.—I have been reading with great interest Major-General Sir A. B. Tulloch's "Recollections of Forty Years' Service" (Blackwood). Although this entertaining veteran's sojourn in India was a brief one—he landed in November, 1857, and left for China in October, 1858—he saw much that was interesting, and describes it, as he does all his variegated experiences, very brightly and pleasantly. The battalion of the Royal Scots to which Lieutenant Tulloch belonged was sent to Secunderabad, and saw little of the Mutiny troubles. Young Tulloch was, however, with the three companies told off to take over the recalcitrant Rajah of Sholapore as a prisoner from the Hyderabad Residency, and if a rescue by the local "budmastes" had been attempted, as seemed most probable, the fighting would have undoubtedly been extremely brisk, for Hyderabad then swarmed with thousands of the most reckless scamps in India. Two companies of the Royal Scots afterwards co-operated with some Madras troops in heading off Tantia Topi from the Deccan, but the Mutiny De Wet was apparently too active for the lethargic Madras commander of the mixed force, and Tantia was not even seen by these pursuers.

The "Benighted Presidency."—General Tulloch is very "down," and with excellent reason, upon the Madras Army of those days. In discipline, equipment—even the Madras Horse Artillery carried flint pistols—and in zeal the East India Company's Madras troops were seriously deficient, and it may perhaps be added without offence that some of these deficiencies were noticeable at a much later period. General Tulloch gives an amusing description of a Madras infantry regiment which he once met on the march, accompanied by an almost endless train of bullock-carts, carrying the sepoys' wives and families. The men wore, instead of a shako or turban, "a high wicker-work sort of a chimney-pot covered with bright black oilskin," and apparently used by the sepoy for the same purposes as a knapsack. "A funny little old coatee, with ancient belts, and a perfect portmanteau of an ammunition pouch, black trousers, and bare feet, with sandals, occasionally completed their uniform." The latter-day aspect of Madras infantry is, of course, very different from this.

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THE 38TH DOGRAS.

Types of the regiment in field dress and mufti.

There are Dogra squadrons and companies in many of the Sikh and Punjab regiments, but the 37th, 38th, and 41st Bengal Infantry are "class" regiments, composed only of Dogras, and a very good composition, too, as many a recalcitrant border tribesman has found to his cost. The 38th only became the 38th Dogras in 1891, and they have since distinguished themselves greatly in connection with the Frontier Risings, especially in the initial defence of the Malakand camp. One of the types shown is wearing the "poshtin," a favourite garment on the Frontier, made from a sheep-skin, with the wool worn inside, and often richly and tastefully embroidered.

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THE BATTLE-ROLL OF EMPIRE.—III.

INKERMAN.

"INTO THE VALLEY OF DEATH."
(*By G. Thomas.*)

ON October 17, 1854, the siege of Sebastopol had commenced, and on the 25th the Russians had made an attack on Balaclava at one end of the twenty-mile-long position occupied by the Allies. The attack was repulsed, and two glorious pages were added to our military annals by the charges of the Light and Heavy Cavalry Brigades. On November 5 it became known in the camp of the Second British Division at Inkerman, the other extremity of the Allied position, that the Russian army assembled north of Sebastopol had been considerably augmented, but not till the next day were the Allies aware that a fresh movement of the enemy was contemplated, having as its object the overwhelming of the Allies' right flank with a view to throwing the whole line of besiegers into subsequent confusion.

The Russian plan was a notably skilful one, and, up to a certain point, was admirably carried out. It was, in fact, as complete a surprise as was possible, considering the large numbers of Russian soldiers and guns engaged, and nothing but the most amazing pertinacity and courage on the part of the British infantry, who were to some extent aided by atmospheric conditions, could have prevented a disaster which might even have terminated the campaign in the enemy's favour, and which, in any case, would have trebled or quadrupled our actual losses, heavy as the latter were.

The Second Division were encamped on the slopes to the rear of a small plateau about a mile and a-half from the head of the harbour of Sebastopol. To the east the ground fell steeply towards the marshes fringing the Tchernaya River; on the west and north were the Careenage and Quarry Ravines, and to the north-west an eminence known to history as Shell Hill. The little plateau on which most of the fighting took place lay along two ridges, each about a quarter of a mile long, one running east and west, which was called the Home Ridge, the other north and south, known as the Fore Ridge. On the edge of the northern slope of the Fore Ridge a battery, revetted with gabions and sand-bags, had been constructed a short time previously for the purpose of driving away some Russian artillery who had occupied the neighbouring ruins of Inkerman; but the two guns of this Sand-bag Battery, as it was called, had been removed, and nothing save natural obstacles and a line of outposts lay, on the morning of November 5, between the Second Division's camp and the Russian advance. Nor was the Division by any means strong, or strongly supported. The actual number of soldiers in the six battalions of which it was composed was about 3,000; the Guards, about 1,300 strong, were half a mile to the south, and a mile to the south-west lay a brigade of Light Division, numbering about 1,400. Finally, the commander of the Division, De Lacy Evans, was lying sick on board ship at Balaclava, and instead of this cool and skilful leader, the Russians had opposed to them a hot-tempered Irishman, General Pennefather, who "borrowed his tactics from Donnybrook," and "whose expletives were the jest of the camp."

Upon this weak and insecure flank the Russians launched an attack, the two main forces of which amounted to 40,000 men, with 100 guns. The first part of their plan was to place guns on a favourable position commanding the Second Division's camp, and, while the latter was being thrown into confusion by the artillery fire, to press forward with overwhelming masses of infantry. In the very early morning of November 5, Generals Pauloff and Soimonoff, with about 20,000 men apiece, worked up by various ravines towards the British camp, and by daybreak Soimonoff, with his gun-wheels muffled, had gained Shell Hill, after driving in a picquet of the 41st, and had opened fire on the camp, while Pauloff's command was moving up the Quarry Ravine from the north-east.

The situation was an intensely critical one for the British force. So sudden was the commencement of the Russian artillery fire that many of our men were killed before they could get clear of the tents, and when our field batteries hastened into action they found themselves opposed not only by the enemy's field artillery, but by guns of position carrying 18 and 32 pounder shot and shell. In a word, we were taken at a complete disadvantage, and by all the rules of the game we ought forthwith to have come to terrible grief.

But the British infantry has a knack of upsetting all ordinary calculations. As the outposts fell back fighting doggedly against the attacking infantry of the enemy, the regiments in camp responded swiftly to the alarm, and, amid the storm of shot and shell, occupied the crest in front of the camp. The 47th, and two companies of the 49th, extended to the left, and were shortly joined by the 1st Brigade of the Light Division, which came doubling up from their camp to the south-west. A few of these last stemmed and repulsed a column advancing up the Careenage Ravine, while the 41st, the remainder of the 49th, and three guns under Hamley, attempted to deal with another column which was coming up on the right. But the enemy was in such force that resistance would have been impossible had not the Guards, reinforced by companies, as fast as they could be mustered, joined in checking the hostile advance.

The bloodiest work of that eventful morning was done in and round the Sand-bag Battery, already referred to, into which the Guards threw themselves, bayonetting the Russians as they came swarming in through the embrasures, and only retiring when they had lost nearly half their number, and expended all their ammunition. Subsequently, having been reinforced, they returned, and retook the battery, the slopes near which were afterwards found to be literally heaped with bodies, "the noble Guardsmen," to quote Hamley's words, "with their large forms and fine faces, lying amid the dogged, low-browed Russians."

All this time the thick mist of the morning was being rendered more dense by the battle smoke, and the conflict was rapidly becoming altogether vague and disorganised. Pennefather, his hot Irish blood stirred by the spectacle of such "sumpshuous fightin'," was in an ecstasy of satisfaction, and, so far from dreaming of giving way, was encouraging all and sundry to fresh feats of desperate resistance and amazing onslaught. To attempt to describe the scene in detail needs the best part of the whole volume which Kinglake devotes to the battle, while any sort of general description would be unfair to the individual acts of marvellous behaviour with which this astonishing "soldiers' battle" abounded. So far as the tactics are concerned, it is only possible here to say that repeated attempts on the part of the Russians failed to break the British line at a single point; that time after time, in the fog and confusion, little groups of our men dashed forward and scattered whole battalions of the enemy; that eventually the Fourth Division, under Cathcart, who was killed, came up, and our French allies also were, to some extent, merged in the later phases of the fray; and that by one o'clock the great battle was practically over.

Two typical incidents may be mentioned here. As one of the great Russian columns, eight or nine thousand strong, was debouching from the Careenage Ravine, the head of it was espied by a lieutenant named Clifford, standing on the extreme left of the 77th Regiment. "Come on, boys, and charge with me!" shouted the officer to the men near him, and with but half a hundred at his back, he dashed into the flank of the great Russian column. The column wavered, and the fire of a picquet of the Grenadiers, posted on an overhanging hill, threw it into further confusion, and eventually it fell back, repulsed by a handful to which its own strength was as a hundred to one.

Scarcely less moving than this incident was the urgent request of forty Bluejackets of the Naval Brigade addressed to an officer in the British trenches round Sebastopol who was watching the fight. These gallant tars, seeing and hearing that fighting was going on, and having discovered on a hill about two miles off a mass of Russian reserves 10,000 strong, begged to be led against them forthwith, but were prudently refused.

The cost of this splendid victory was terrific. Out of the 8,000 English and 6,000 French ultimately engaged, we lost considerably over 3,000 killed and wounded, and the French under 1,000. The Russians admitted nearly 11,000 casualties. Still, ghastly as was the "butcher's bill," Inkerman stands out as one of the noblest fights in which the British Army has ever taken part, and its memory will ever be kept green in the thirty odd regiments which, on that foggy Sunday morning, fought the "soldiers' battle" to a glorious finish.

♦ ♦ ♦

"The Boers in Europe; a Sidelight on History," by G. W. T. Omond, is the title of a small volume to be published shortly by Adam and Charles Black. The work describes the position of Dr. Leyds in Europe, of Mr. Kruger, and of the Boer delegates. They will also publish "The Diary of a Turk," a volume dealing with social, political, and religious matters in Turkey. The author is H. Halid Effendi, M.A., M.R.A.S.

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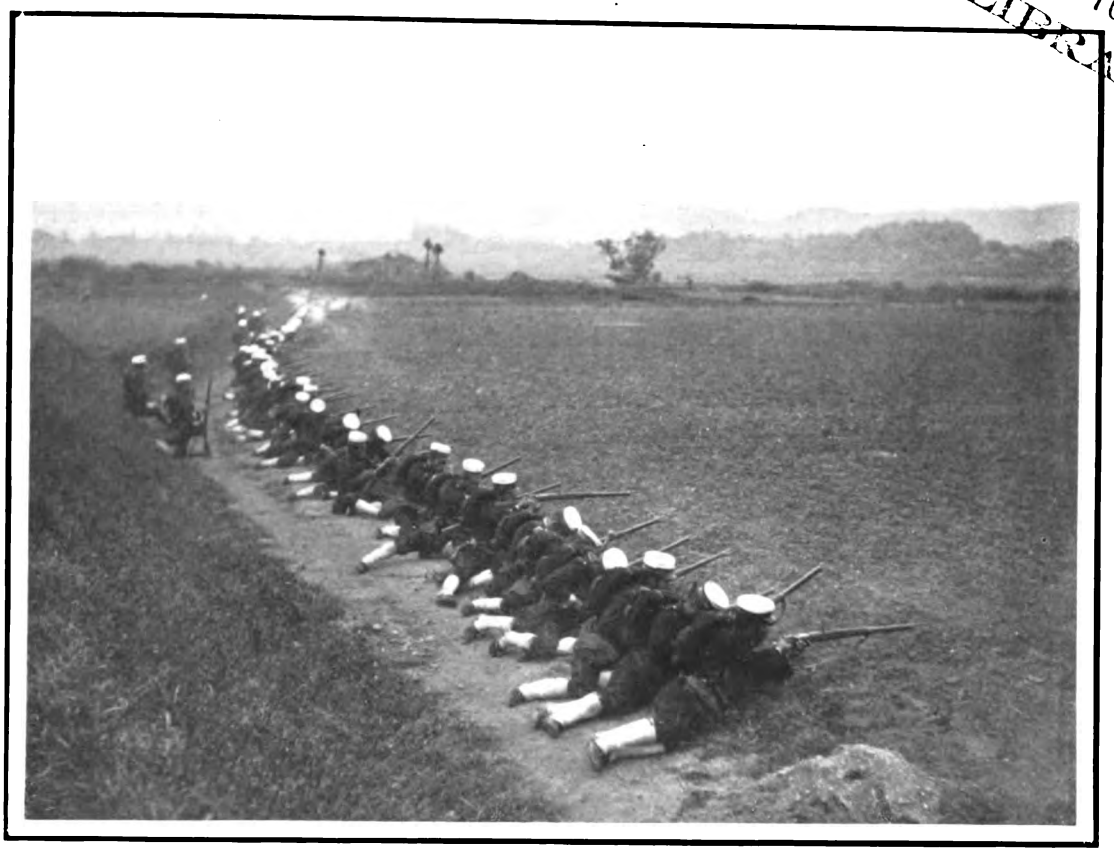
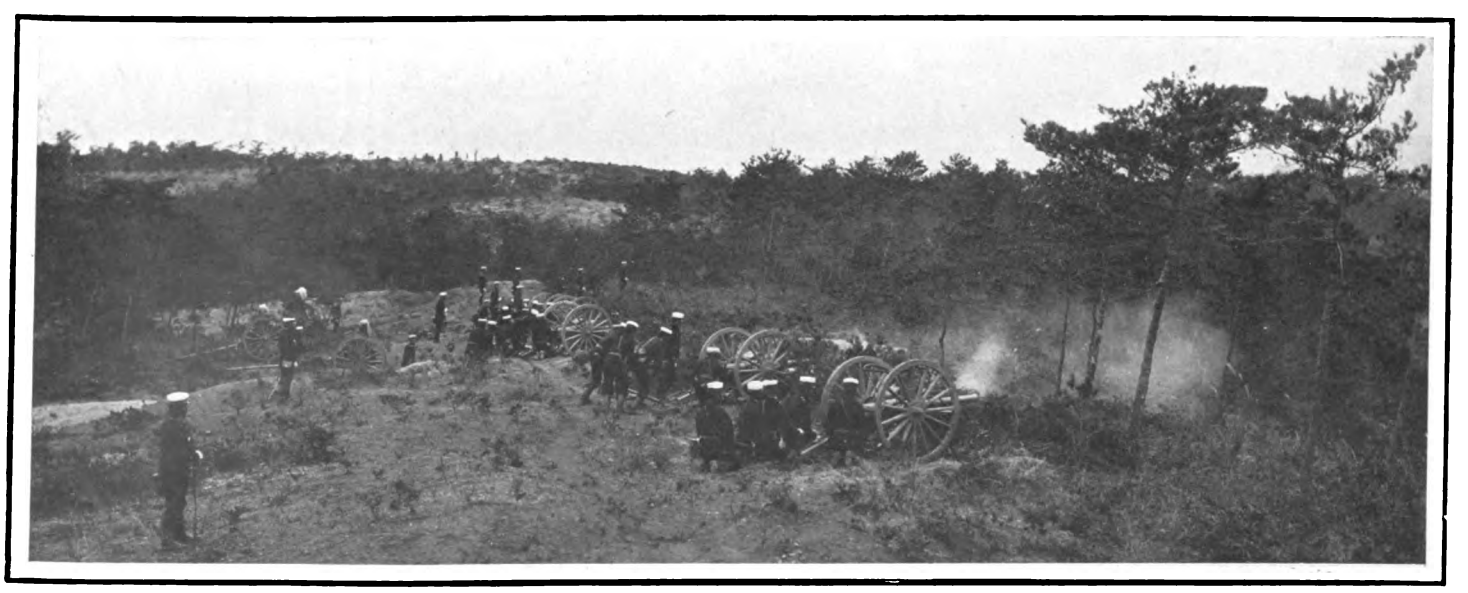


IN THE FIRING LINE.
The Southern Army during manœuvres.

WITH THE ARMY AND NAVY OF JAPAN.

THE NORTHERN INFANTRY.
Charging a strong Southern position.



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THE SOUTHERN ARTILLERY.
Shelling the retiring enemy.

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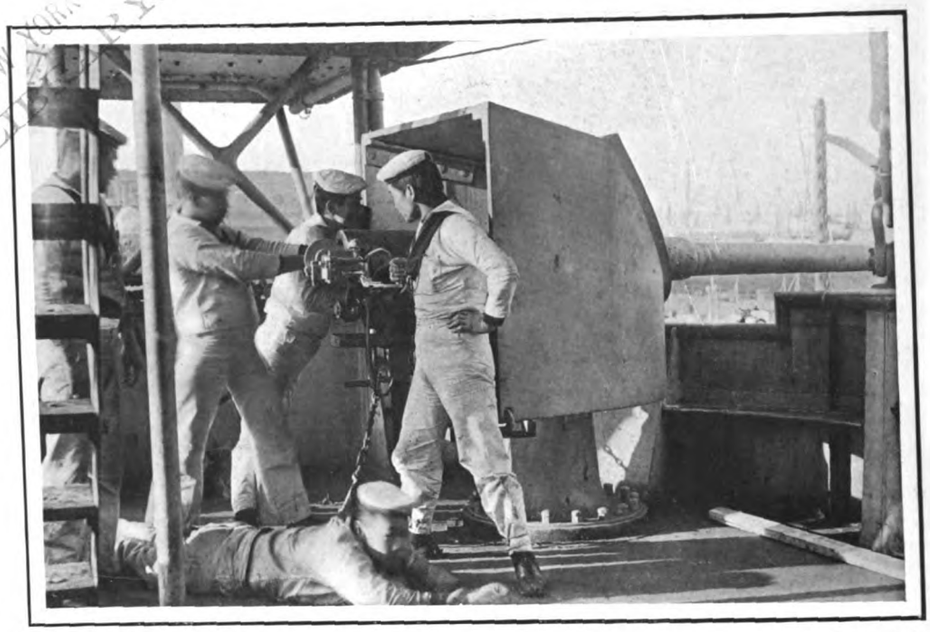
The Japanese Fleet.

ITS SHIPS AND SEAMEN.

THE JAPANESE ARMY

consists of 13 divisions. These are composed of 26 Infantry Brigades, 17 regiments of Cavalry, 19 regiments of Artillery, 13 battalions of Pioneers, and 14 battalions of Railway Engineers. In the Reserve there are 36 battalions of Infantry, besides Cavalry, and Divisional troops.



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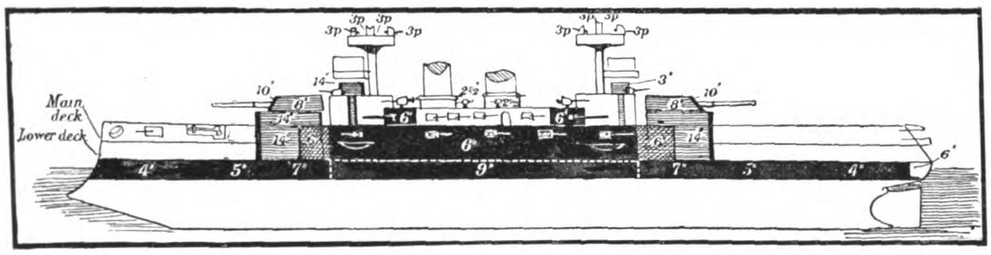
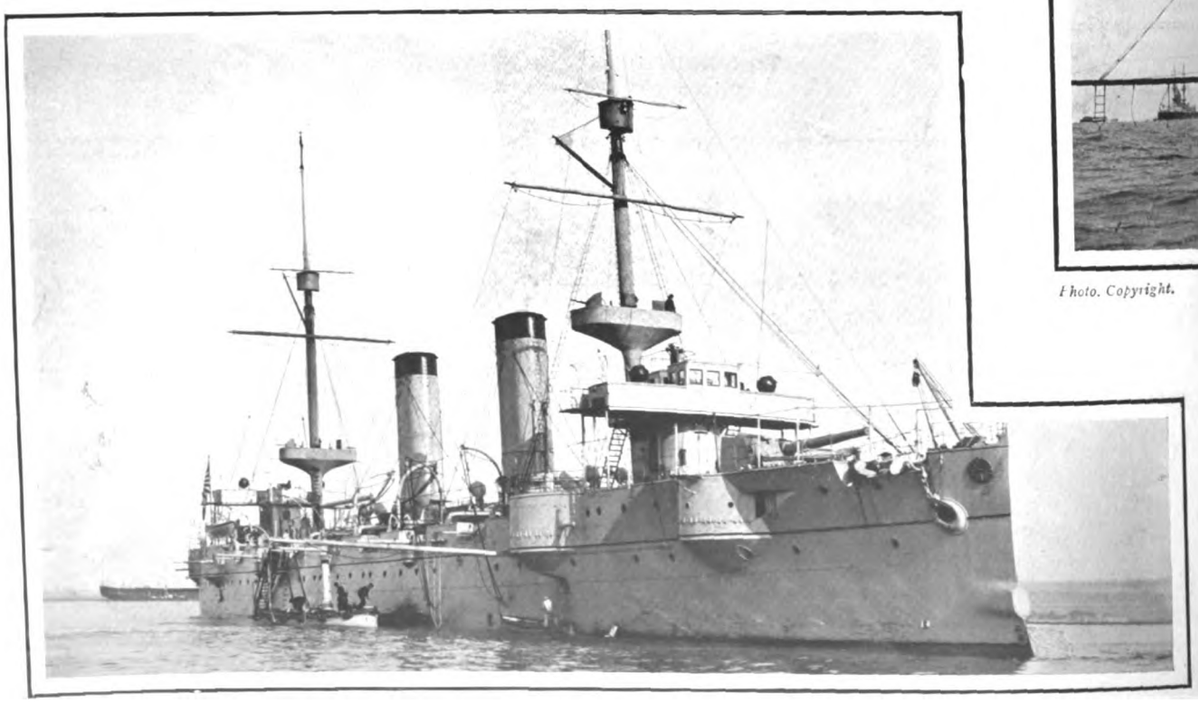
SECONDARY ARMAMENT.

A 12-pounder quick-firer on board the "Mikasa."



SECTION OF THE "MIKASA."

Showing the disposition of the armour



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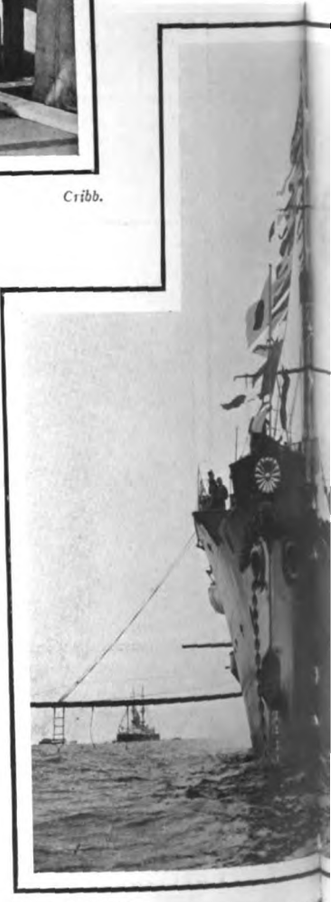
THE PROTECTED CRUISER "KASAGI."

Length 405-ft. Displacement 4,784 tons. Speed 22½ knots.

Photo. Copyright.



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THE ANCIENT

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Our Eastern Ally.

ITS POWER AND PRIDE.

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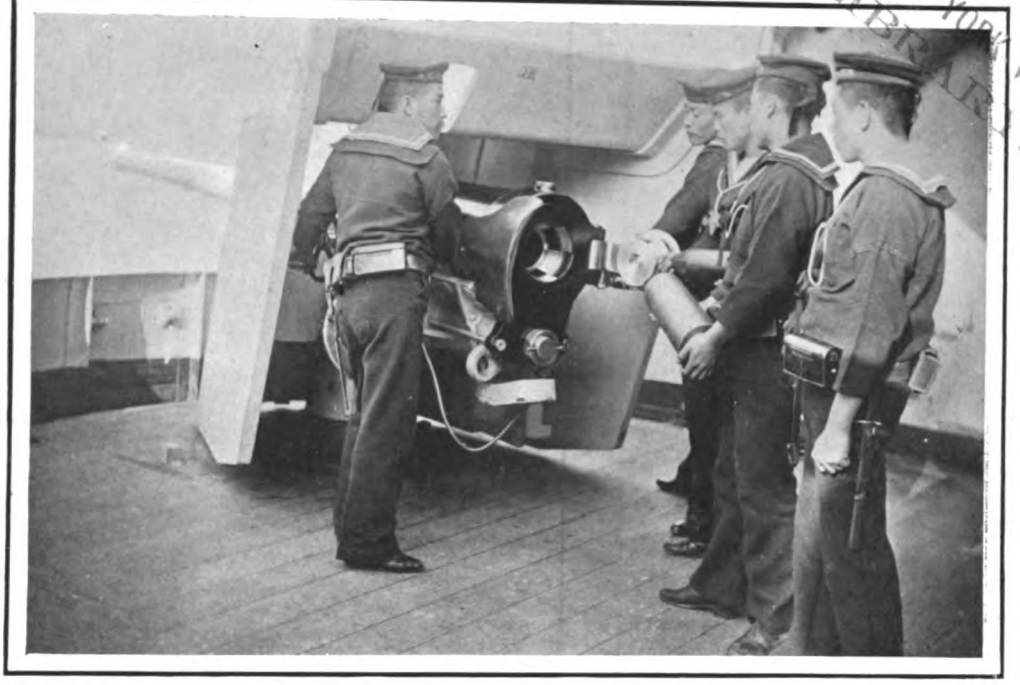

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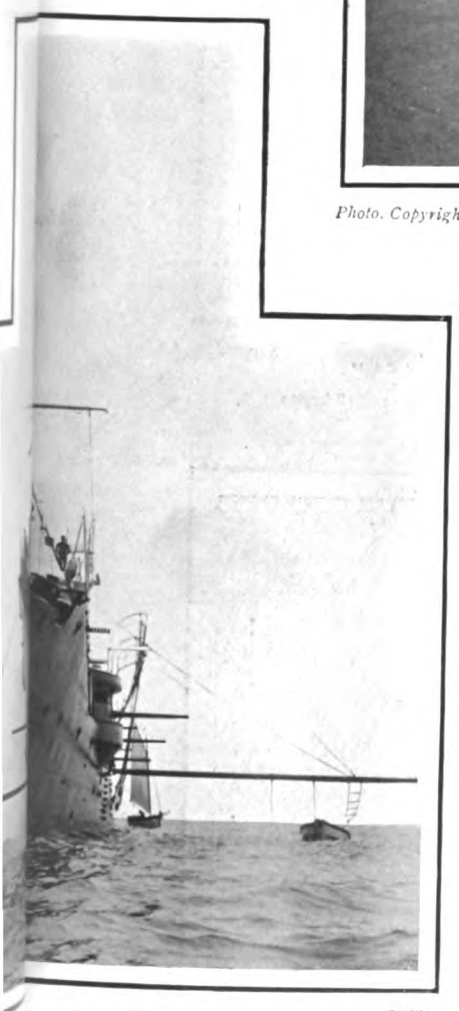
GUNNERY SPECIALISTS.
A picked gun's crew in the "Mikasa."

THE JAPANESE NAVY consists of 6 first-class and 2 second-class battle-ships, 1 coast-defence ship, 7 armoured cruisers, 16 protected cruisers, 4 gunboats, 20 torpedo-boat destroyers, and 48 torpedo-boats built or building. The total displacement of these vessels is about 243,000 tons.



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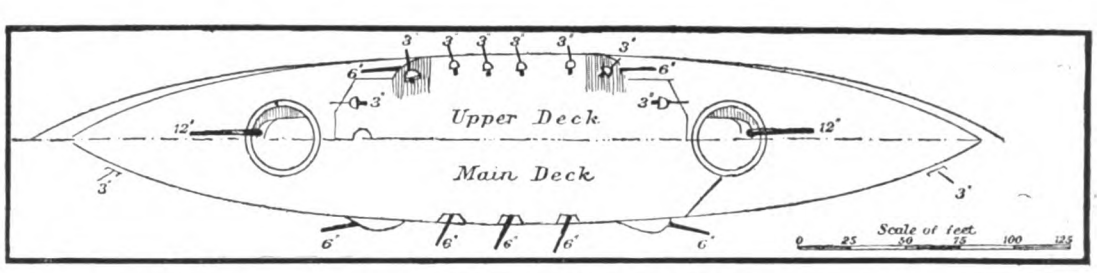
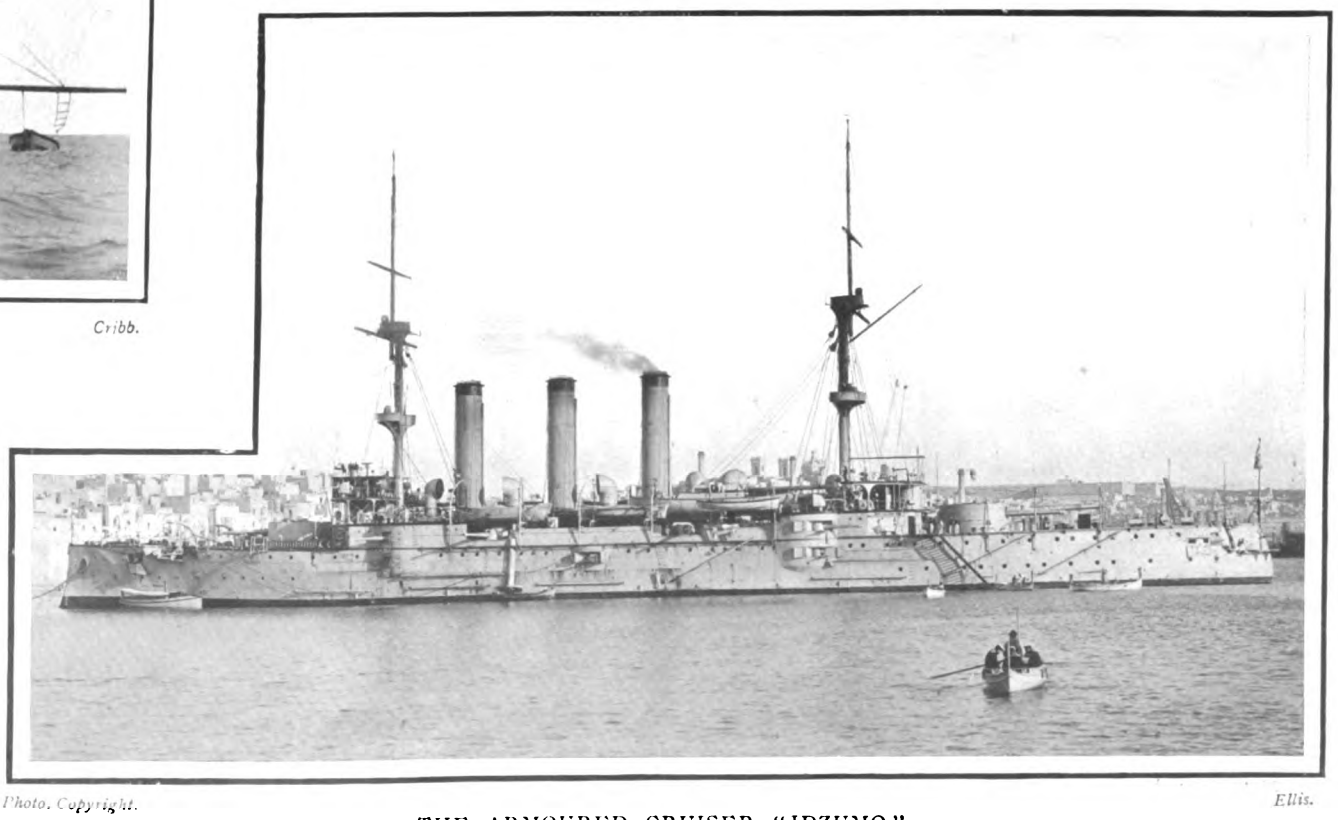


DECK PLAN OF THE "MIKASA."
Showing the disposition of the armament.



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THE ARMOURED CRUISER "IDZUMO."
Length 400-ft. Displacement 9,800 tons. Speed 21 knots.

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FROM THE LAND OF THE RISING SUN.

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Photo. Copyright. *Cousins.*

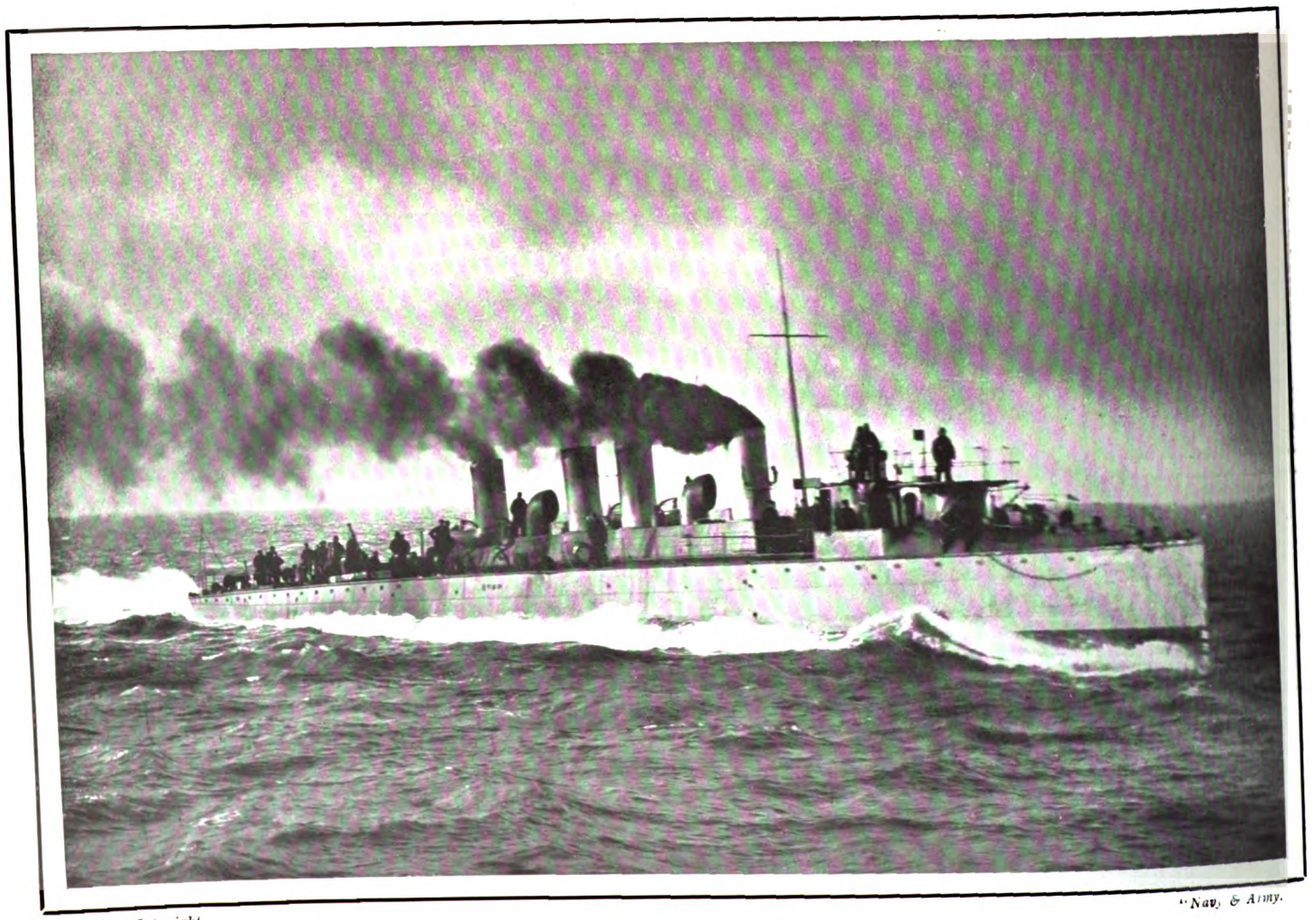
THE BATTLE-SHIP "ASAHI."

Length 425½-ft. Displacement 15,200 tons. Speed 18 knots.

Photo. Copyright. *Symonds*

THE BATTLE-SHIP "MIKASA."

Length 432-ft. Displacement 15,200 tons. Speed 18 knots.



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THE DESTROYER "AKEBONO."

Length 220-ft. Displacement 306 tons. Speed 31 knots

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THE BATTLE-ROLL OF EMPIRE.

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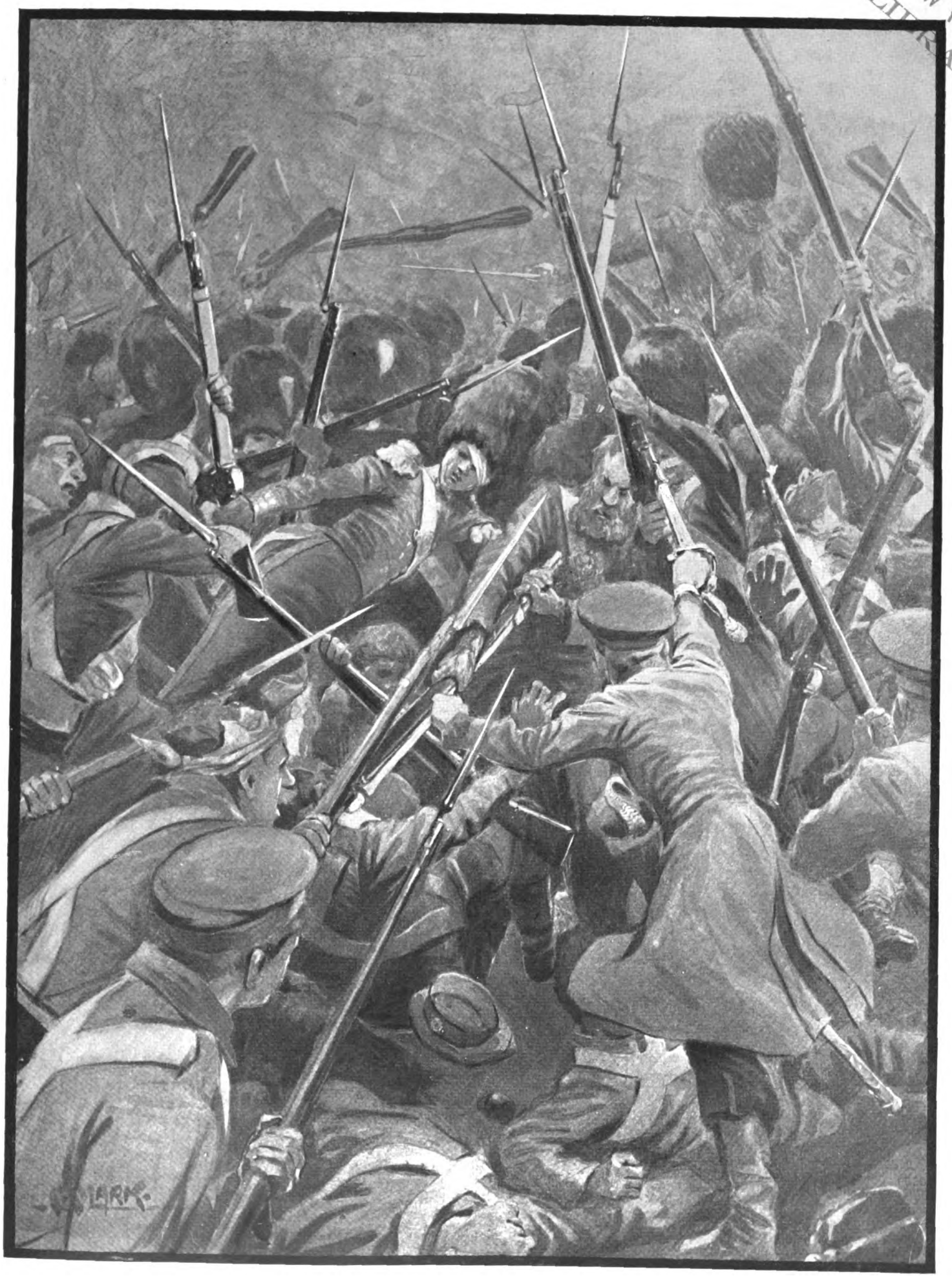

THE "SOLDIERS' BATTLE."

(From a Water-colour, Drawn for the "Navy and Army Illustrated" by C. Clarke.)

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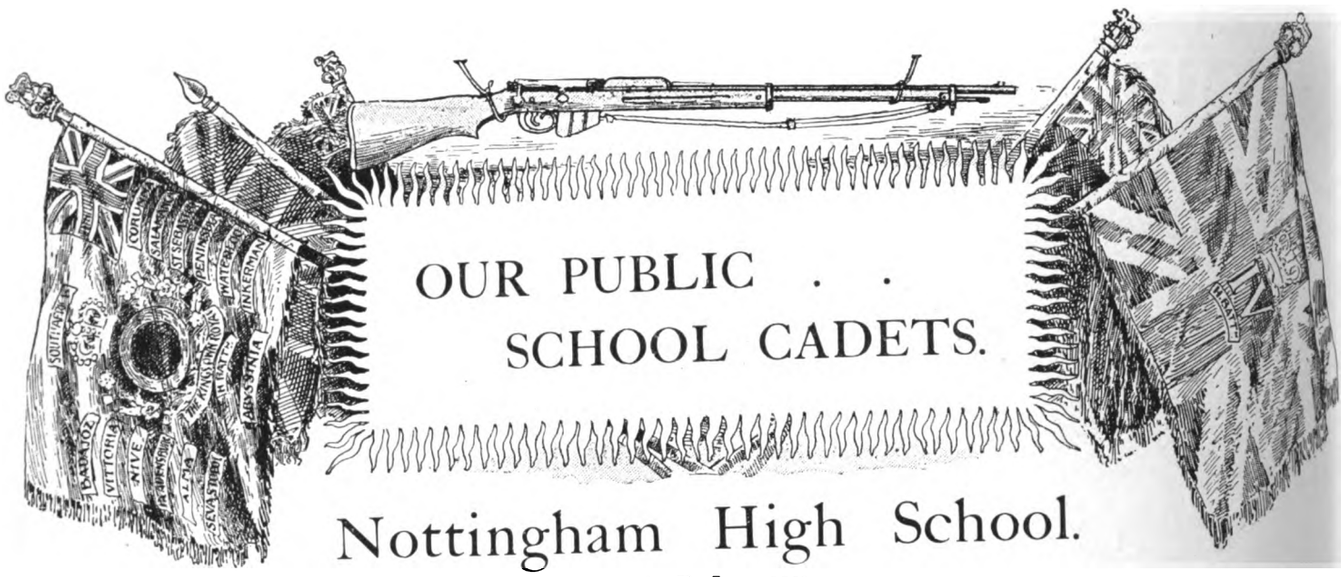

OUR PUBLIC . . SCHOOL CADETS.

Nottingham High School.

By A. E. JOHNSON.

THE Nottingham High School Cadets owe not a little to their late head-master, Dr. James Gow, the present head-master of Westminster School. Formed at a time when the military enthusiasm evoked by the South African War was at his height, as a result of a movement set on foot amongst the Sixth Form boys, the new corps found many difficulties, especially in the matter of insufficient time for drill and the question of expense, opposing its progress. Dr. Gow, however, lent his hearty support to the scheme—it is noteworthy that since Dr. Gow took up his new position a cadet corps has been formed at Westminster—and, thanks to his energetic assistance, the obstacles were overcome; arrangements were made with the local Volunteer battalion, and in May, 1900, drills were commenced in earnest. The numbers at the outset were about eighty, under the command of Captain S. R. Trotman, to whose efforts the rapid progress and development of the corps was principally due. As usual, there was delay in getting the necessary grant of arms. In this case rifles did not arrive till August, 1901, fifteen months after the initial work of the corps had been commenced, with the result that for a considerable period the cadets were kept at a standstill. At present the corps is armed with fifty Lee-Enfield rifles and forty-five Martini-Henry carbines. The uniform is of khaki serge, with black leather belt, leggings, and accoutrements, and field service caps, khaki slouch hats being reserved for full-dress occasions.

Company drills take place every Thursday for one hour, the Nottingham cadet being favoured, for that purpose, by an hour's release from the rigour of the class-room. At these drills instruction is given in company drill, as laid down in the new drill book, and skirmishing practice is also carried out.

The marksmanship of the corps, so far as it is possible to judge at present, promises to be good, but there has been little opportunity as yet for matches to be arranged. The older boys have the use of the Trent Rifle Range, which belongs to the Robin Hood Rifles (1st Notts), and all these boys have earned the Government grant of ammunition for proficiency in the Cadets' course. The younger boys are allowed the use of the Morris-tube range at the local drill hall, and a small range at the school is also used occasionally. Annual shooting competitions are arranged for the cadets in the Senior and Junior classes, and others will probably be arranged this season, when it is hoped to make up a school Eight.

Frequent field days are held, when the company is practised in outpost duty, skirmishing, attack and defence, scouting, etc. Church and other ceremonial parades are attended with the Robin Hood Rifles, to which regiment, as has been stated, the cadets are attached.

Photo. Copyright. *A. H. Pry, Brighton.*

THE OFFICERS OF THE CORPS.

Second Lieut. Kirby. *Capt. Trotman.* *First Lieut. Wootton.*

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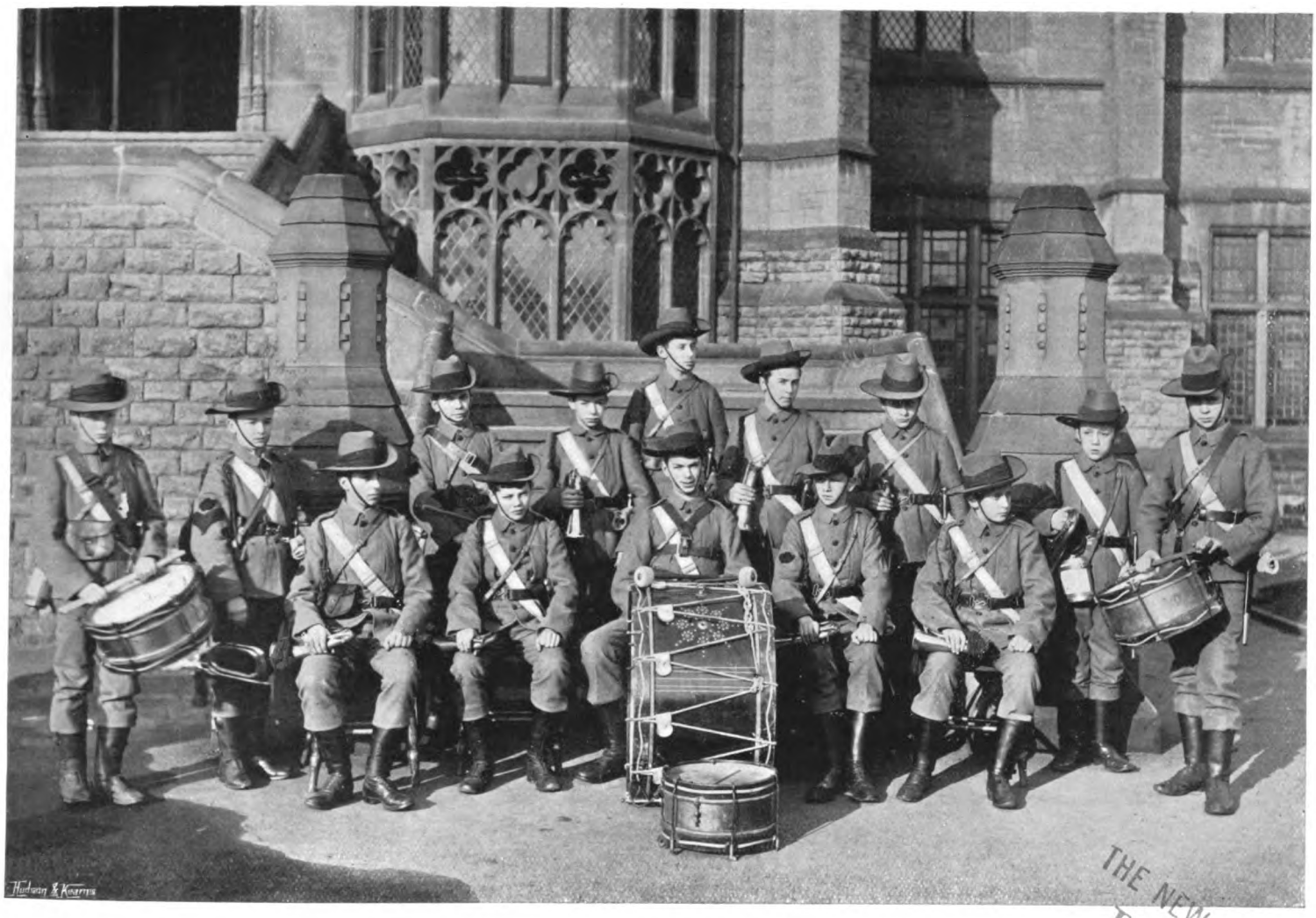

THE BAND.

Reading from left to right the names are—Back row: Drummer H. G. Wright, Buglers Poole, L. J. Wright, Lymbery, and Stenhouse. Front row: Drummer W. H. Cullen, Sergt.-Bugler Piggins, Buglers Butcher and A. C. Cullen, Drummer Blackwall (big drum), Buglers Maltby, Fryer, and Young, and Drummer J. W. Cullen.

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THE NON-COMMISSIONED OFFICERS.

Reading from left to right the names are—Standing: Corpl. A. F. Johnson, Corpl. S. Hoyte, Lance-Sergt. H. A. Watson, Corpl. L. T. Wootton, Corpl. H. Pullman, and Lance.-Corpl. F. Collins. Seated: Sergt. R. Marrs, Col.-Sergt. W. J. Wright, and Sergt. J. D. J. Hughes.

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"LAUDA FINEM."

THE NOTTINGHAM HIGH SCHOOL CADETS ON PARADE.

Considering the short period this corps has been in existence, the above picture goes to prove the good spirit with which the members work for smartness and efficiency.

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THE NAVIES AND ARMIES OF THE WORLD. . . .

A WEEKLY CAUSERIE BY DAVID HANNAY.

THERE was an odd little passage in Mr. Balfour's speech on the Council of National Defence which did not attract as much attention as it deserved. In style it was very like those intervals of thinking aloud more usual with his uncle the Marquess of Salisbury. The Prime Minister said that, in spite of his profound respect for generals and admirals, he thought they were the better for being cross-examined by civilians. The form chosen by Mr. Balfour for saying what he meant was somewhat out of the way, but the doctrine is perfectly sound. If he had been speaking of lawyers and doctors, and had said that they were the better for explaining what they meant to laymen, he would have been equally in the right. All men are naturally inclined to look at the world from the point of their own profession, and to forget in practice that, after all, however important it may be, it is only a part of the whole community, and must take its place with the others. Now the civilian, or layman, call him what you please, is the community. If a speaker from the professional side had answered that the community is the better for hearing the admirals and generals together, and in what the French call contradictory debate, he also would have been far from wrong.

* * * *

Much of the miscalculation, the oversight, the waste, to call it by its right name, which has gone on over our defences, has been due to the fact that the civilian has not heard the two together, but one after the other. As a matter of course, he has listened most to that one of them who was most about him—namely, the general. Take, for instance, the question of the possibility of invasion while our Fleet is still unbroken by defeat. We know what Lord Wolseley said in his life of Marlborough on the subject. It unquestionably represented his opinion and that of the majority of his brother generals. We have only to look at the fortifications erected round the coast, and successive Army Bills, with their provisions for a great show of Home Army to resist an imaginary invader, in order to see what the practical result of listening to one voice has been. It is impossible to believe that we should not have avoided much of this error if both sides had been fairly heard by "the civilian," which is in more definite terms the Prime Minister, who has no professional bias, and who heard both sides with the sole wish to arrive at the truth in the interest of the country. I do not say that the admirals would have persuaded the generals, or *vice versâ*—probably not. Neither would it be necessary that they should. What they are wanted to do is to enlighten the religion of the Prime Minister.

* * * *

If it were not for the famous saying concerning the little wisdom with which this world is governed, one would be surprised to learn how seldom governing persons have taken care to hear what it would have been to their visible advantage to listen to. In the memoirs of the Duke of Grafton, published not long ago by Sir W. Anson, there is a curious passage telling how surprised he was, and how much he felt himself instructed, when one of the admirals of the time gave him some simple explanations in regard to what might be expected to happen with a French fleet in the Channel. Grafton had held high office, and was a prominent person in public life before and during the American War of Independence. To understand such things in a general way ought to have been part of his duty. Yet he frankly confessed that he had never given them a thought. He was, it is true, not a very conscientious or austere man. He spent too much time with Nancy Parsons, and probably gave his most serious thoughts to his kennel and his hunters. But he was not stupid, and, putting patriotism aside, he cannot have wished his administration to be a failure, or his criticism of other men's actions to be worthless. Yet on his own showing he had never tried to master a number of questions which, one would think, must have forced themselves on a politician at that great crisis of the eighteenth century.

The new Council will leave the Dukes of Grafton of the future no excuse for not being acquainted with what it is their business to know. The Prime Minister, as great civilian, will be there to bring the views of the professional people together, and reduce them to their proper relative proportions; and he will have the Treasury and the representatives of the Services to help him. Policy, resources, means of execution, will all be put on a round table together, and it will be for the great civilian to see that they are fitted to one another. So far as that goes it is good. It is a constitutional development which may have startling consequences, for the new Council will, in fact, be an inner Cabinet, whose decisions will carry immense weight, and it will be largely composed of members who are not in Parliament. As usually happens, when some fresh piece of machinery is put up, high hopes are entertained of what it will do. We are more than a little too credulous about the power of machinery. In the long run the Council will probably be found to be worth exactly as much as the Prime Minister, and his capacity for really cross-examining the admirals and generals, while dictating the policy and keeping them close to the reference.

* * * *

For the moment the Council might do worse than consider this new Naval station on the Forth in all its bearings. With the Navies of the North growing at their present rate some addition to Chatham, Portsmouth, and Plymouth would seem to be necessary. Our ports of war have been adapted to our enemy, who, since the third Dutch War in 1672-73, has always been France. Other measures are needed in changed conditions. But there is something which it is not altogether easy to accept with pleasure in all this talk of fortifications on the Forth. Talk is not the word. There has been actual building and spending of money, while there are indications that we shall hear of more. So far it appears to have given wide satisfaction, and yet it proves the persistence of very confused ideas which we are told every day are quite incompatible with a just appreciation of the nature of sea-power. We are to make the enemy's coast our frontier, and if we do not we are ruined. Hardly a week passes in which someone does not maintain this doctrine on a platform, or in a magazine article, with the usual reference to Captain Mahan. As often as not the same person will be found at the same time, or a few days later, approving of this outlay on more fortified Naval stations. Yet if the enemy's coast is to be our frontier, the forts are superfluous. If we cannot keep him penned in his own ports, or beat him when he comes out, the reason must be that our ships are inefficient, or that there are not enough of them. The plain moral would seem to be that we had better spend the money on crews and vessels. Of what use can the forts on the Forth be? If we are sufficiently strong at sea, no foreign Navy will ever come nearer to St. Margaret's Hope than Villeneuve came to Portsmouth. If we are beaten, or so hard pressed elsewhere that we cannot keep the sea, in what will then be really the German Ocean, why, in the name of common-sense, should our opponent trouble to come into the Firth of Forth at all?

* * * *

There is a distinctly depressing influence in this rage for more fortified anchorages which is visible everywhere. It seems to reveal a secret fear that our strength is not genuine, and that we are conscious of a ruinous weakness in the middle of the bulk of our power. If we were confident of our capacity to keep the sea we could, and we very properly would, laugh at the proposal to pile guns and forts on the approach to St. Margaret's Hope. What justification is there for all this fear? If it has a solid foundation, what a mistake we make when we talk of our supremacy at sea.! The position we profess to be resolved to maintain is gone already if we have genuine cause to fear attacks by foreign Powers on Gibraltar and the Firth of Forth.

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IN STAGELAND.

"MY LADY MOLLY" AT TERRY'S THEATRE.

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MR. BERT GILBERT (MICKY O'DOWD) AND MISS ANDREE CORDAY (MLLE. MIRABEAU).

MR. ARTHUR WINCKWORTH (SIR MILES COVERDALE) AND MISS SYBIL ARUNDALE (LADY MOLLY).

Photos. Copyright. Autv & Heaven, Edinburgh.

MR. RICHARD GREEN (CAPTAIN HARRY ROMNEY), LIONEL BLAND (MR. WALTER HYDE), LADY MOLLY, AND MISS DECIMA MOORE (ALICE COVERDALE)

The success which attended the production of "My Lady Molly" in the provinces bids fair to be repeated at Terry's Theatre, where it started a London run last Saturday. The piece is light, but not so light as some, while the music is in Mr. Sidney Jones's best vein. Of the songs it would be difficult to say which is best, but perhaps Alice's "Merry Mediæval Maid" may be awarded the palm, although "Once Too Often" runs it very close.

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ANSWERS TO CORRESPONDENTS.

"YOKEL" asks what was "Glorious Valentine's Day," and why was it "glorious," and so-called. The phrase, as a fact, was Nelson's own, in reference to the battle of Cape St. Vincent, fought with the Spanish Fleet on February 14, 1797, just 106 years ago. "Glorious" was a favourite term with our Naval officers of that time in connection with certain famous battles. Nelson's captains always spoke, for instance, of the battle of the Nile as the "Glorious First of August." Everybody, of course, has heard of the "Glorious First of June," the popular name for Lord Howe's famous victory over the French in 1794. The first time on record for the use of the term was in reference to Rodney's great victory over the French in the West Indies in 1782, whilst those who took part in it always spoke of it as the "Glorious Twelfth of April."

* * * *

H. W. WINTER.—The office of Adjutant is older than that of Quartermaster-General. The post was first added to the Standing Army in 1673, but was shortly afterwards dropped again until 1685, when Thomas Daniell, Lieutenant-Colonel of "Our Own Regiment of Foot Guards," was made Adjutant-General. In 1686 there were two Adjutants-General, one of the Horse, and the other of the Foot. In 1697 there was one Adjutant-General attached to Ireland. The Adjutant-General was an assistant to his General, relieving him of the more laborious details of his duties, and forming the medium of communication with the troops on any matters of discipline generally or of tactical movements. The office of Quartermaster-General was not instituted until 1686. The ancient title for this office was the "Harbinger."

* * * *

"IPSWICH."—The proposal that the ladies of Suffolk should subscribe to present a silken flag to the new county cruiser "Suffolk" on her commissioning, is the first time that such a presentation to a ship has ever been made in England. Abroad, though, it has been done before. More than twenty years ago the ladies of Italy subscribed together and embroidered a "battle-flag," as it was called, for the great Italian battle-ship "Lepanto," and enough funds were forthcoming to provide also a very beautifully-carved cedar-wood chest, in which the flag was always kept on board the ship while the "Lepanto" was in commission. It is still in existence at Spezia, I believe. In America, where presentations of plate, etc., are always given to ships named after the great cities and various States by local people, the ladies in two cases at least have presented flags to ships, to the cruiser "Montgomery" and to the "Baltimore."

* * * *

"MAJOR J. M." (Guernsey).—The best and most authoritative work on war medals is "Medals and Decorations of the British Army and Navy," by John Horsley Mayo. It was published in 1897 by Constable and Co., 2, Whitehall Gardens, S.W., and brings the history of our war medals down to that issued by the Khedive of Egypt for the Dongola Expedition of 1896, *i.e.*, the first phase of the Soudan Campaign of 1896-98. The work is in two volumes, both superbly illustrated, and the price is £3 3s. Carter's "War Medals of the British Army," originally published in 1860, was edited and brought up to date by W. H. Long in 1893, and the same gentleman brought out "Medals of the British Navy" in 1895. Both these were published by Norie and Wilson, 156, Minories, E.C. Both are well illustrated, and the price, if my memory serves, is 15s. and 12s. 6d. respectively. In 1899 Messrs. Upcott Gill and Co., Strand, W.C., brought out an up-to-date edition of Hastings Irwin's "War Medals and Decorations," a thoroughly sound, reliable little book, and a most excellent *vade mecum* for collectors. This is illustrated, and the price is about 10s. Finally, Colonel the Hon. H. F. Eaton, now Lord Cheylesmore, and owner of one of the best known and most complete collections, reprinted in 1897, under the title of "Naval and Military Medals," a series of papers originally written by him for the *Brigade of Guards Magazine*. This was printed, in the main, for private circulation, but I believe copies are on sale at 5s. The publisher is T. Vickers-Wood, 31, Churton Street, Belgrave Road, S.W. I think also that copies are on sale to members at the Royal United Service Institution. It is a most complete and up-to-date little book, thoroughly reliable, but it is not illustrated.

* * * *

"JOE."—The reply to your query as to whether officers of the Royal Marines are looked down upon by the Naval executive officers, I can assure you that they are not. On the contrary, they are usually on the very best of terms with the executive branch. However, you must remember that perhaps on board ship, more than anywhere else in the world, a man is accepted on his merits, and a good officer and messmate will always be popular and respected. Officers of Marines always have a cabin to themselves from the first and mess in the ward-room. When ashore they are treated as officers of a regiment. From your query I understand that you are too old to enter the Navy under the new regulations, and judging by the tone of your letter I should recommend you to enter as a Marine. The corps is second to none where service and tradition is concerned. The life is a pleasant one, and the pay is reasonably good.

* * * *

"W. W."—I do not know of any book that will tell you the number of ranges put up by the Government since the late war, but if you look at the recently published report of the National Rifle Association you will find there a list of rifle clubs, each of which has a range or a miniature range, and some have both.

* * * *

"J. B. W." (Harrow).—The term "grog" is derived from "Old Grog," the nickname of Admiral Vernon. This sailor was the first to dilute the men's rum with water, and the sailors, prompt to resent a slight as they esteemed it, dubbed the mixture "grog" in commemoration of the Admiral's action. How Vernon came by his nickname is a trifle less explicit. A French authority has it that it was from the material of his shoes, another says it was from his "grogram" breeches, while yet another states that it was on account of the grogram coat he used to wear in dirty weather. The latter is the most generally accepted version. Grogram, you as a student will know, comes from old French "grograin," a material of coarse texture. How shoes could be made of such material it is hard to see. THE EDITOR.

H. S. Mendelssohn.

A REPROOF.

IT is surprising how many men still exist who, in spite of all the most serious warnings of well-disposed medical men, cannot be induced to take proper care of their persons. No language in the world is capable of waking them out of their apathy. And the part of the body which is most neglected is just one that is most necessary, one on which the digestion depends—that is to say the whole of the general health—that part which we receive perfect but *once* in our lives, so that it has to last us to the end. We mean our teeth. The mere fact that the breath is hardly ever sweet when the teeth are neglected should alone be enough to make every man attentive to his teeth, and careful to bestow regular attention upon them. To do so, far from being any great burden, is extremely simple. A man has only to accustom himself to rinsing his mouth daily with Odol, and the sense of reinvigoration which the refreshing feeling arising from rinsing the mouth with Odol occasions might alone be enough to make anyone resolve upon adopting the practice. The rinsing of the mouth is performed in the following manner:

A first mouthful of Odol-water is held in the mouth for about two minutes, so that the Odol antiseptic may be everywhere well absorbed. A second mouthful is used to wash every part of the mouth, being driven in all directions, and particularly backwards and forwards, through the teeth, by the action of the muscles of the cheeks and lips, and the process is concluded by gargling. The whole process is called odolising the mouth. Everyone who regularly every morning, noon, and evening odolises his mouth will practise the hygiene of the mouth and teeth completely in accordance with the most recent scientific principles. How extraordinarily beneficial this rinsing with Odol is will be discovered by persons who have decayed teeth. In these cases the effects are prompt and surprising, and the faithful user of Odol will form a lasting attachment to it, owing to its delicious taste and charming flavour—be it what is styled "Standard," strongly refreshing and invigorating—be it the ladies' favourite, "Sweet Rose," delightfully mild and aromatic. So let the daily use of Odol commence at once. We really seriously and urgently advise all who wish to keep their teeth sound and their breath sweet to accustom themselves to a regular use of the new Dentifrice.

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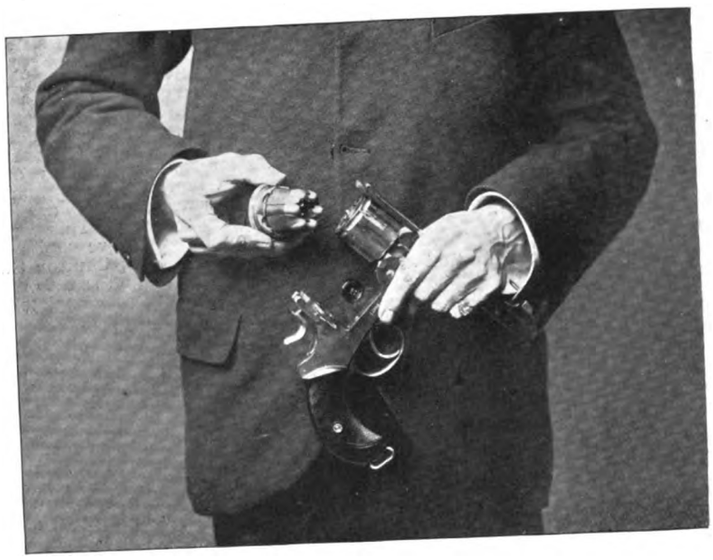
REVOLVERS AND THEIR LOADING.

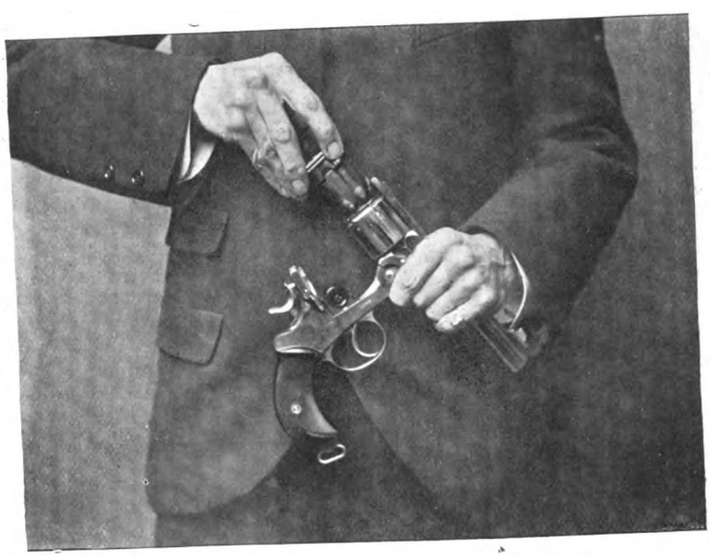
FOR the introduction of the revolver in its present form we are indebted to Colonel Sam Colt, of the United States, though repeating pistols had long been known in other countries. Pistols were originally made as single or double barrelled smooth-bored muzzle-loaders, and their system involved no departure from the ordinary firearm of the day. A sixteenth century military writer, speaking of the pistol, says: "All horsemen should always have the charges of their pistols ready in patrons, the powder made up compactly in paper, and the ball tied to it with a piece of packthread." In this description we have evidently the cartridge, though not expressed by name; but the "patron" was really something more—namely, a rude forerunner of the "loader," which is the latest development of the evolution of the revolver. The "patron" was an upright, semi-cylindrical box of steel, with a cover moving on a hinge, fitted with a block of wood with five perforations, to hold as many pistol cartridges. In 1617 the German cavalry are represented with a brace of pistols in their holsters and a string of "patrons" at their hips.

The first method employed with the view of increasing the rapidity of fire of the pistol was by increasing the number of barrels. These were made from one mass of metal, bored into the requisite number of barrels, but were so clumsy as to be almost useless. Then Colt invented the revolving cylinder, containing six chambers placed at the base of the barrel, the revolver being fired through the single barrel, the cylinder being turned by mechanism connected with the lock until each chamber in succession is brought round so as to form virtually a continuation of the barrel. Various modifications of Colt's revolver have been introduced, with the view of increasing the rapidity, accuracy, and facility of firing. First, the trigger was made to cock the hammer, turn the cylinder, and fire the charge by one continuous draw. This arrangement enabled the shooter to fire all the shots without lowering his hand. A second improvement gave the shooter the choice of cocking the hammer and firing it in the ordinary way if he preferred it. The next step was to make the chambers breech-loading by boring them right through. Then came the system of cylinder and barrel opening away from a false breech on a hinge underneath. The last-named improvement is the principal feature of all Service revolvers, for it admits of fairly rapid loading, and when fired off, the spent cartridges are thrown out of the cylinder by means of an automatic discharger, when the bottom of the cylinder is turned up to receive fresh cartridges.

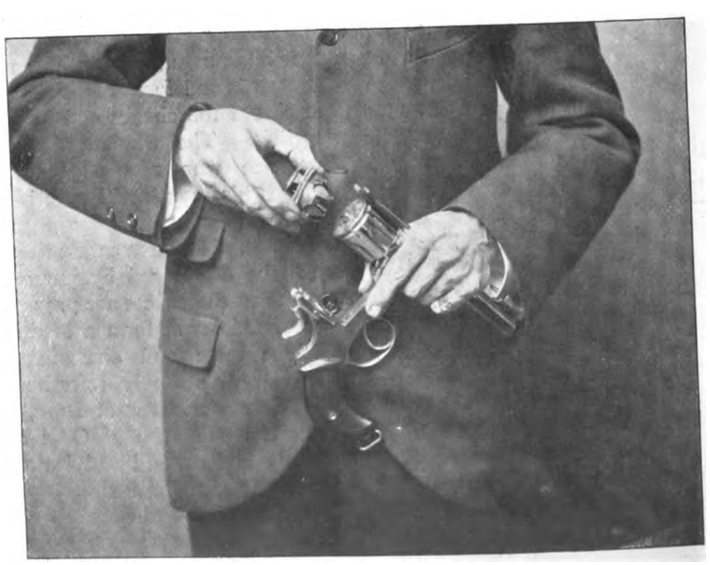
Nevertheless, it is considered desirable that the rapidity of fire should be increased, and that any further modification with this object in view need not necessarily be accompanied by giving the weapon increased accuracy of aim, because in emergencies accurate aim is of subsidiary importance. Inventors have hit upon an improved method of loading the revolver as the weak spot. In ordinary circumstances the cartridges have to be inserted singly, and in moments of excitement, on horseback, or in the dark, the open, rotating cylinders are apt to elude the loader's fingers, and not infrequently the hinged chambers are snapped to imperfectly filled, with the result that on pulling the trigger a click is the first intimation that a chamber has been passed over in charging. This failure may cost the owner of the weapon his life.



THE HOLDER.



LOADING.



CHARGED.

A simple and effective arrangement for obviating this contingency and loading the whole series of chambers in one movement is the Prideaux Patent Magazine Loader, which is to the revolver what the cartridge clip system is to the magazine rifle. The loader consists of a circular frame containing a sufficient number of cartridges for one charge, held therein by steel clips in the same relative position as they occupy in the chambers. This is achieved by a sliding disc or thrust-plate, fitted at the rear of the loader, and which, on pressure, pushes the cartridges clear of the clips into their respective chambers, and at the same time releases the loader for refilling at leisure. The hand, however, must be kept hollow while the forward thrust is being given to the loader (as shown in the accompanying illustration), so that the body of the apparatus with clips may move back while the thrust-plate and cartridges move forward. The Prideaux Loader claims to fully charge the Service revolver or that belonging to any private firm, such as the Wilkinson, in the time usually occupied in inserting one cartridge in the ordinary manner.

The consequent increased rapidity of revolver fire attained by means of the apparatus needs little demonstration. A charged loader at hand instead of loose cartridges is practically a loaded revolver; it may be easily used in the dark, and its great handiness makes the loader particularly useful to all mounted men. These loaders can be supplied, each in a small leather pouch, and weigh only 4-oz.

It should be added that the loader has stood the test of active service in South Africa and China.

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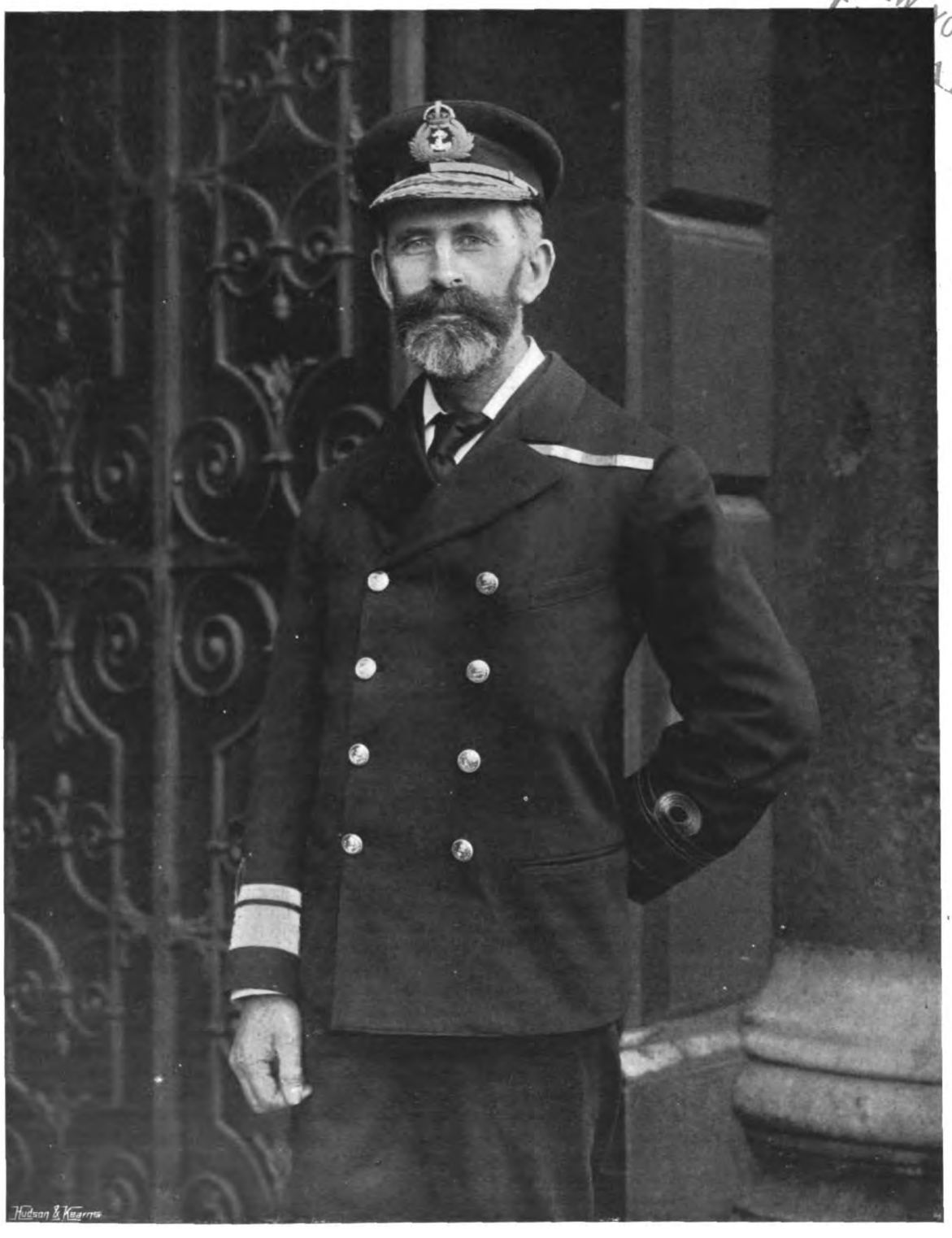

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REAR-ADMIRAL H. J. MAY, C.B.

CAPTAIN OF THE ROYAL NAVAL COLLEGE, GREENWICH.

Rear-Admiral May enjoys a high reputation for scientific attainments, and is well known as a member of the Ordnance Committee and of the Committee of the Royal United Service Institution. He has also an important war record, having been lieutenant of the "Superb" at the bombardment of Alexandria, and in command of the Naval Brigade at the defeat of the Dervishes at Gemaizah, near Suakin, by Sir Francis (now Lord) Grenfell in 1888. He has been "Captain of the College" since 1900.

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The Good Ship "Navy and Army."

NEXT week will mark a new era in the history of this journal, and, in accordance with that kindly personal sentiment which has always existed between those connected with NAVY AND ARMY ILLUSTRATED and their readers, we propose to-day to explain the exact situation. A bare statement of the fact that henceforth NAVY AND ARMY ILLUSTRATED and THE KING will be amalgamated, and will be issued under the combined title THE KING AND HIS NAVY AND ARMY, would be both misleading and unfair to ourselves. The precise circumstances of the case are as follows. Next week this journal passes under new proprietorship, and one result of the transfer will be an immediate enlargement of the paper and an extension of its scope and objects. To that end the new proprietors have also acquired THE KING, and, with the idea of perpetuating the admirable work which that journal also has done in its own particular groove, have retained its title in apposite conjunction with that of NAVY AND ARMY. Such a combination is quite outside the ordinary run of newspaper amalgamations. But it will be freely admitted, and our readers will doubtless concur in the admission, that it may add largely to the strength of even a strong paper to be extended both in scope and volume. A considerable addition to the number of our pages will give us increased substance such as must infallibly make both our old friends—whom we reckon by thousands in all parts of the world—and future new subscribers—to whom the same description will doubtless apply—feel that, to use a homely commercialism, they are getting still better value for their sixpences. For this addition will be made without the slightest diminution in the goodly quality of production. THE KING and NAVY AND ARMY ILLUSTRATED have always ranked among the best-printed papers in the world, and THE KING AND HIS NAVY AND ARMY will have the same title to popular consideration. For the rest, the old features of NAVY AND ARMY ILLUSTRATED will be retained; the same zealous and careful interest in the fighting Services of the country will be consistently displayed; the same enterprise in the production of the newest and best pictures relating to Naval and Military life exhibited. To these former attributes will be super-added a broader view of society in its everyday moods and its more attractive phases, and we shall be much surprised if the result, as indicated next week, does not meet with frank, outspoken, and universal favour.

Looking back over the past seven years and more—the first issue of NAVY AND ARMY ILLUSTRATED was on December 20, 1895—we may surely claim that our confidence is justified by our previous record. When we mention the fact that, although it was then but a fortnightly publication, some two and a quarter million copies were sold in the first year of its history, it will be admitted that, in point of mere popularity, the paper has achieved some notable results. But our success cannot be gauged by numbers alone. With even greater pride do those connected with it point to the circumstance that NAVY AND ARMY ILLUSTRATED "created a part," and has sustained that part with little divergence, as regards essentials, from the original representation. Established "to popularise the Services, and to present, in a manner never before attempted, illustrations of our soldiers and sailors, the life they lead, and the duties entrusted to them in the defence of the Empire," it became first a regular fortnightly and afterwards a weekly journal, and its scope was gradually enlarged. "Navy and Army life in the foreign Services was given alongside of our own, and a successful attempt was made to bring home to the people of this country the nature of the factors which form the defensive strength of the British Empire, and those elements which make foreign States so powerful, either as friends or foes." It needs but a glance through the pages of the present number to see how NAVY AND ARMY ILLUSTRATED fills to-day the part it created in 1895. But the record of appearances has not been a monotonous one of "vain repetitions." To the portrayal of the life of the seaman and soldier we have added a brisk and changing panorama of their work and actual achievements amid stirring scenes of actual warfare. Not a campaign has occurred—and many have occurred—during the past seven years in which we have not had correspondents, special and self-constituted, well to the front, while in not a few cases the goodwill which the paper has inspired has given us unique facilities and opportunities in this respect. Quite recently we have published pictures from Somaliland and West Africa which illustrate in striking fashion our resources in this direction. Further, we have dealt with the question of Imperial Defence as no other paper has had a chance of doing; we have illustrated and described our Indian Army and our Colonial Forces with a fullness never before attempted; our pictures and notes with reference to the Auxiliary Forces have a reputation of their own; our contents have included novels, stories, experiences, and special articles by a host of leading writers. In a word, our ideal has been a high one and, without fear of contradiction, we maintain that it has been highly realised.

The whole description of the past career of NAVY AND ARMY ILLUSTRATED, as regards its interior economy and arrangements, can be summed up in one small phrase which will, we know, be appreciated by our readers—"it has been a happy ship!" We have to borrow another Naval idiom to explain a second circumstance, one to the notification of which this paragraph is intended to refer even more particularly than to the record of our pleasant companionship. We—the ship's company—have in some measure to say good-bye to-day to the stout vessel in which we have been associated in such unvarying good-fellowship. But, to a man, "we turn over to the new cruiser," and, as neither rigging nor machinery will be strange, we may hope to drive her along with the same approval from their lordships, the public, that we have hitherto been proud and happy to enjoy.

♦ ♦ ♦

"CRAYFORD."—Yes, there was a Keppel at Waterloo. The Hon. George Thomas Keppel, who afterwards became the Earl of Albemarle, fought as an ensign in the 14th Foot. The present Earl is his grandson. Ensign Keppel had a narrow escape at the battle. He was sitting on a drum just in front of Colonel Tidy's mare (Lieutenant-Colonel Francis Skelly Tidy commanded the 3rd Battalion of the 14th Foot) when she was shot—he was even stroking the animal's face at the time when the ball struck her down, broke the bit of the bridle, and knocked him head over heels, drum and all. The mare plunging in her agony threw the square into great confusion, and her misery was speedily put an end to by the soldiers' bayonets. Ensign Keppel rose to become a general in 1891 at the age of ninety-two. His younger brother is Admiral of the Fleet succeeded his brother in the title in 1851, and died in 1891 at the Sir Henry Keppel, who is familiarly known as "father of the Fleet."

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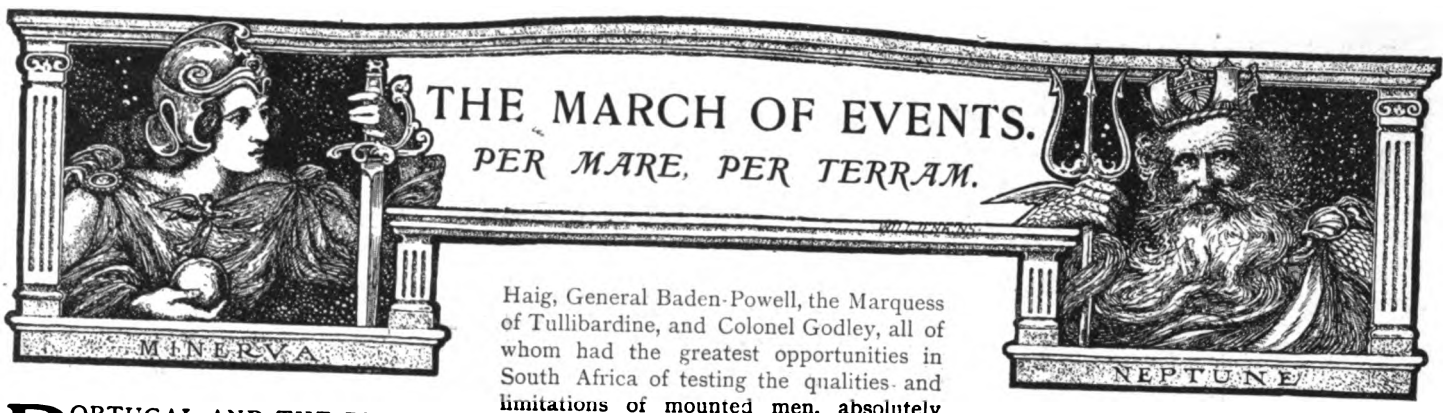

PORTUGAL AND THE BRITISH NAVY.—The King's forthcoming visit to Lisbon is not without a certain Naval significance. Obviously Portugal, with her long coast-line, would be pretty well at the mercy of any assailant possessing a Navy if she did not lean on a stronger Sea Power. King Carlos and his gracious consort have never failed to extend the utmost friendliness to the Channel Squadron during its visits to the Tagus. They have long associations of most cordial character with this country, and know how valuable to Portugal is the friendship of England. Hence the significance of the interchange of courtesies between King Edward and King Carlos, and not less of the portraits of the Portuguese King and Queen, which hang in the ward-rooms and captains' cabins of many British men-of-war. They are indications of a good national and Naval understanding.

THE SOMALILAND OPERATIONS.—The Obbia and Bohotleh columns have, since the 13th inst., been in communication, and in a recent despatch General Manning indicated that, by the end of the month, the Mullah would be driven out of the Mudug district. If this has been done, an important source of water supply will have been closed to the enemy, and the Mullah will probably either have succeeded in escaping to the Shebeyle River region or will have been forced to stand and fight. He has shown such a tender regard for his precious skin hitherto, that he is likely to make every sort of effort to break the cordon drawn around him, and, if he does so, there is, as Lord Lansdowne has predicted, every chance of his escaping even ultimate capture. His power will have been broken, and Somaliland will have been restored to comparative tranquillity. But it will be generally felt that, without possession of the Mullah's person, the cool quarter of a million we shall have spent on these operations will represent a pill without the sugar-coating.

THE ROYAL COMMISSION.—The evidence taken by the Royal Commission on the War during the past week has been more interesting than usual, owing to the fact that, immediately upon the publication of Lord Roberts's minute on cavalry training, several distinguished cavalry officers have been called upon to give evidence. It cannot be said that the evidence of Colonel Haig, General Baden-Powell, the Marquess of Tullibardine, and Colonel Godley, all of whom had the greatest opportunities in South Africa of testing the qualities and limitations of mounted men, absolutely controverts the opinions set down by the Field-Marshal in his excellent minute. But their evidence goes far to show that the subject of the armament of the cavalry is a very delicate matter and not to be entered upon with a light heart without exhaustive experiment.

Photo. *Elliott & Fry*
COLONEL D. HAIG, 17th LANCERS.
The new Inspector of Cavalry in India.

Photo. Copyright. *"Navy & Army*
MR. CHAMBERLAIN AT THE GUILDHALL.
The Colonial Secretary received a most enthusiastic welcome on his visit to the City on the 20th inst.

OUR SUPPLEMENT.—With this number of the NAVY AND ARMY ILLUSTRATED we are presenting a four-page supplement illustrative of work with the British Artillery. There is perhaps no regiment in the Army which has more attractions for the general public on those rare occasions when it parades the streets than the Royal Horse Artillery. Nor indeed is the Royal Field Artillery far behind in the affections of the public. The excellent horsemanship, the smart uniform, and above all the rarity of their appearances, all combine to invest them with a peculiar interest. At the Military Tournament every year there are batteries to be seen, and the smart way they do their drill has always impressed the spectators. And the good work done by those units who went to South Africa will long remain in the memory of their countrymen. Next week, in a largely increased paper, we hope to be able to present to our readers a large coloured picture of the Royal Horse Artillery, U Battery, by that well-known military artist Mr. C. Clarke.

PUBLIC SCHOOLS' VOLUNTEERS.—Always an interesting event is the annual field day of the Public Schools' Volunteers, which this year was held over the Fox Hills, Aldershot, last Thursday. No less than twenty-nine schools were represented, and the cadets from these were formed into six provisional battalions, commanded respectively by Major Hoare (Haileybury), Major Somerville (Eton), Lieutenant-Colonel Glüniche (Bedford), Major Lyon (Malvern), Major Upcott (Wellington), and Major Hamilton (King's Own Yorkshire Light Infantry). Three of these battalions, with a battery of artillery and a squadron of cavalry, formed a "Northern" Force, which was under the command of Colonel Lloyd, C.B., D.S.O., commanding 1st Battalion Grenadier Guards. Colonel Jeffreys, R.H.A., commanded the "Southern" Force, which was composed of the other three provisional battalions of cadets, which also were supported by an artillery battery and a squadron of cavalry. The exercise was of a thoroughly instructive character, and keenly followed by the cadets whose ardour at times it was a difficult matter to restrain.

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THE "EXCELLENT" v. PORTSMOUTH RESERVES.

Played at Fratton Park last week. This game was keenly contested right the way through, Whitlock, the island goalkeeper, saving some very hard shots.

MOBILISING THE ADMIRALTY.—Nothing that Lord Selborne said in his memorandum was more noteworthy than his statement in regard to the mobilising of the Admiralty itself. He said that the scheme included the elaboration of the war organisation in such a way that each department would be mobilised with the mobilisation of the fleet, and would know exactly what to do, no fresh arrangements being necessary on the outbreak of hostilities. Each department is then to expand, as it were, automatically. In the times of our great naval achievements the Admiralty was, of course, always mobilised, or, at least, its organisation was always a war organisation, but we all know how the canker of a long peace leads to formalism in the departments of the Service, depriving them of flexibility and adaptability. This is a matter that has not been sufficiently realised, and it speaks volumes for the alertness of the officers at Whitehall that they have perceived and prepared for the necessity, without being impelled thereto by pressure from outside.

WEARING O' THE GREEN.—St. Patrick's Day was kept as a holiday, as far as was possible, by the battalion of Irish Guards now stationed at the Tower of London. The shamrock sent by the Queen was distributed to the officers and men at the morning parade, the men turning out in church order with little green tufts tucked into the breasts of their tunics. The battalion then marched to mass at the Church of the English Martyrs, which is situated at a very short distance from their quarters. Lieutenant-Colonel R. J. Cooper was in command, with Major D. J. Hamilton, Major G. C. Nugent, and other officers. Colonel Vesey Dawson, commanding the Irish Guards Regiment, also attended the morning parade. A number of people witnessed the march of the men along the short route, the battalion drums and fifes playing Irish music on the way there, and the regimental band playing on the return. At eleven o'clock the sports of the battalion began at the Tower, and were continued in the afternoon. Later there were concerts and other amusements in the various barrack-rooms, and altogether the Irish Guards kept up their Saint's day in a most befitting manner.

Photo. Langfier.

LORD LUDLOW.

Who was married to Lady Howard de Walden on Wednesday.

THE CROWN PRINCE OF GERMANY.—The Emperor of Germany is evidently determined to give his sons a very thorough education, and his two eldest boys, Prince Frederick William and Prince Eitel Frederick, who it will be remembered were quite recently in St. Petersburg, are now on a tour round the Mediterranean. The Crown Prince, who comes of age on May 6 next, is a trifle shorter than his brother, but is a much more military-looking young man. At the beginning of March the two Princes were in Milan, and afterwards they left for Brindisi, where they embarked in the English yacht "Sapphire," for Egypt. There they stayed about a fortnight, and then returned to Italy, where they will visit Naples, Rome, and Florence, before returning to Berlin for the coming of age festivities.

THE BILLIARD ASSOCIATION CHAMPIONSHIP.—It is not often that a game between professional billiard players arouses the keen interest that was taken in the match for the Championship between C. Dawson and H. W. Stevenson. Both were strongly supported by those whose judgment is considered sound on the merits of billiard players. The style of the two competitors is very different. Stevenson manipulates the balls with an accuracy and precision that everyone must admire, working them to the top of the table and keeping them there in a truly marvellous manner. Dawson, on the other hand, plays with greater dash and freedom, and the position of the balls does not seem to concern him so much, this gives more variety to his play. He is also a more dogged player than the ex-champion, the enormous amount of leeway he had to make up in this match would have discouraged a more nervous man, Stevenson having obtained a lead of 1,174 in the first half of the game of 9,000 up. Dawson from this point onwards improved and finally won by 300 after one of the most brilliant billiard matches seen since John Roberts left England. Such a hard-fought battle fully entitles him to hold the proud position of champion, which he has already won twice from Stevenson, who only succeeded in beating him in one match for the championship.

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ON ST. PATRICK'S DAY.

Officers of the Irish Guards receiving their shamrock.

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THE GERMAN CROWN PRINCE.

Leaving Italy on board the "Sapphire" for Egypt.

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THE RETURN OF THE DUKE AND DUCHESS OF CONNAUGHT.

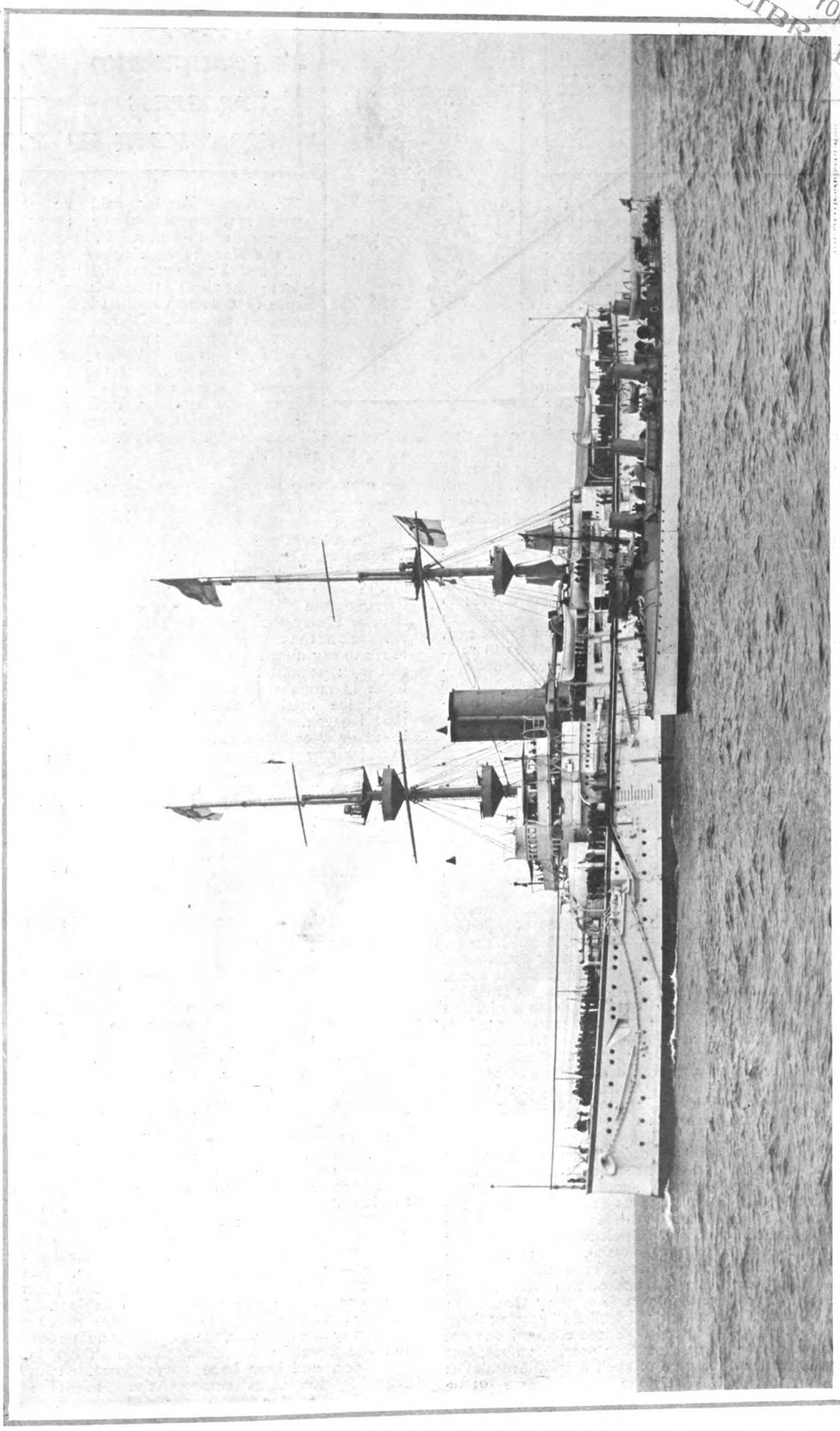

Photo Cassar.

THE "RENOWN" ENTERING THE GRAND HARBOUR AT MALTA ESCORTED BY TORPEDO-BOATS.

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THE . . SEA-POWER OF THE NATIONS.

A RECORD OF POLICY AND PROGRESS FROM WEEK TO WEEK.

THE new importance assigned to the Naval Intelligence Department appears by speech and writing in many ways, and we shall presently recognise that the title given to it is as much a misnomer as that of Mr. Brodrick's "Army Corps." Intelligent it must be, and is, but that is no more than we expect of all Admiralty Departments. It is a thinking department, and comes somewhat near to the famous and much-debated "brain of the Navy," though happily it will not depend on the capacity of a single individual. The inclusion of its chief in the reorganised Defence Committee is vital to the efficiency of that body. The present head of the Department, Prince Louis of Battenberg, is "an able man," as Sir Edmund Fremantle recently said, and a most capable, vigilant, and seamanlike officer, with very marked qualities of combination and command. During the mortal illness of the late Rear-Admiral Watson, when he was directed to hoist his broad pennant in the "Implacable" as commodore of the blockaded fleet at Argostoli in the Mediterranean manœuvres, he organised the defences of the place and made his preparations to escape, carried to triumphant success, in a masterly manner. His despatch of his cruisers disguised as a battle squadron to the east, while he shaped a course to the west, deserves to rank with the most brilliant episodes in all our peace operations. The out-manœuvring of the blockading admiral with his overwhelming force speaks much for the high qualities of the chief of the Naval Intelligence Department.

The Question of Gibraltar.—One can scarcely suppose, considering the enormous demands made upon the British taxpayer, that he would be likely to consent with a good grace to the spending of six and a-half millions more upon Gibraltar. It was, of course, desirable that a report should be prepared as to the suggested docks on the eastern side, though to construct them would be to confess that the docks now completing are a gigantic folly. The only reason of any weight that could be advanced in favour of a fresh establishment, constructed at such a cost, in a place exposed to the full power of the Levanters, would be that the present docks are at the mercy of Spanish guns. It is to be presumed, however, that when the work on the western side was contemplated our guns were credited with the ability to silence those opposed to them, and the committee appointed, through the urgency of Mr. Gibson Bowles, did not absolutely demonstrate the necessity of other docks. The whole difficulty would be removed if a friendly understanding were arrived at with the Spanish Government. Our interests do not conflict with those of Spain in any part of the world. On the contrary, there is a ground of agreement between the two Powers, and a good understanding would certainly be for the advantage of both countries.

Straight to the Mark.—Lord Selborne went straight to the mark when he expressed once more the overwhelming value of proficiency in gunnery, and said a satisfactory thing when he positively assured us that the whole of the Navy, both officers and men, were striving to reach the highest standard of perfection. Obviously the vast outlay which is made upon ships, guns, officers, and men, will be almost valueless if the guns do not reach the mark intended. A battle-ship making one hit out of two with her big guns, which is less than the average of the "Ocean" in 1902, will be worth four or five "Hannibals" scoring three hits out of twenty-nine rounds. These comparisons are not given, of course, as representing precise values, but only to enforce the importance of such splendid results as those of the "Ocean." The unaccountable case of the "Formidable," which scored only one hit in twenty-seven rounds, was brought before the House of Commons, and Mr. Arnold-Forster said he would see whether it was attributable in any degree to defects in gun-sights. If, indeed, the whole of the Navy is working up to the high level attained by the "Ocean," "Terrible," and some other brilliant vessels, we may be quite sure that defects of this kind will not be allowed to exist. Manifestly that general level of excellence which Lord Selborne demands has not yet been reached, and it is only by hard and continuous work, under a sense of great responsibility, that the best results can be secured. It is fairly certain, however, that the standard of marksmanship reached in the British Fleet is at least as high as that of any other Navy.

"The Victualling of the Royal Navy."—It was good news that Dr. Alexander Turnbull, Inspector-General of Hospitals and Fleets, had employed his retirement in writing a book, published by Mr. Elliot Stock, upon the Victualling of the Royal Navy. One can scarcely think of a more interesting Naval subject. The author has worked in the State papers and other official sources, and shows by tables the relative value of the seaman's diet from the time of Henry VII. to the present day. I have not seen the book at the time of writing, but doubtless he will have much to say about the old grievances of the sea service; and from pamphlet literature, if not from official papers, there is much to record full of interest in regard to pestilence bred by the consumption of noisome beef, rancid bacon, stock fish fouled by bilge water, maggoty bread or weevily biscuit, and sour beer, stored sometimes in old oil or fish casks. A good story can be told of "banyan days" and such mysterious indications of famine as "five upon four," or even "two upon one." Compared with his predecessors, the seaman of our times is pampered, which is not to say that he has all he wishes or deserves. There is a lesson to be drawn from a study of the question of victualling, which may be read rather at length in the reports of the Committee for Revising and Digesting the Civil Affairs of His Majesty's Navy, 1806-1809. There was always a close relation between the discomforts of the Service and the spirit of insubordination and even of mutiny.

Tradition in the Making.—A playful writer recently explained in the pages of a popular weekly how he had shaken hands with our immortal dramatist. The real handshake had been with a lady who knew Ruskin well. Now Ruskin was intimate with Samuel Rogers, he with Sheridan, and Sheridan with Johnson. The ponderous lexicographer, of course, knew Savage, and he Steele and Addison, and so the chain extended through Pope, Congreve, Milton, Davenant, Hobbes, Bacon, and Ben Jonson to Shakespeare himself. Most of us who know the Navy know those who knew Nelson, at least at second hand, and so, in this proxy fashion, we may shake hands with the hero of the Nile and Trafalgar, and through him with a whole line of famous seamen carrying us up further to Howard, Drake, and Raleigh. The idea is whimsical and interesting, but has little meaning; and yet there *is* a meaning. It is not the mere handshake, but the close and long intercommunication, with individuals that is implied—in a word, the making of tradition. The thought may serve as a figure of the handing on of ideas in their development from one generation to another. It may be regarded as typifying the permanence of customs, the continuity of endeavour, the abiding principle of discipline, and the direction of effort. These things do exist in the Navy, and they have come down, changing with changing times, as through the handshake of one great Naval worker and thinker with another.

JOHN LEYLAND.

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STOWING TORPEDOES AFTER PRACTICE.

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TAKING THE WHITEHEAD TORPEDO AWAY TO THE CHAMBER.

An unusual illustration of an interesting phase in our preparations for war.

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DEFENCE, NOT . . . DEFIANCE.

Citizen Soldiers . IN . Town & Country.

By TRAINBAND.

COMPARATIVELY little public interest was aroused by the introduction of the Naval Forces Bill in the House of Commons, yet it is a measure of no small significance. The reasons which led to the disbanding of the former Royal Naval Artillery Volunteers were never altogether satisfactorily explained; but the constitution now of a Royal Naval Volunteer Reserve and of a force of Royal Marine Volunteers must be regarded as an indication that the Admiralty recognises the value of the Volunteer principle, and the great advantages to be derived from its extension. The advisability of adding a Volunteer Reserve to England's first line of defence has ere now been urged in these notes, and in particular has the formation of Royal Marine Volunteers been strongly advocated. The new Naval Volunteer Force should assuredly prove popular with seafaring men and those engaged in river occupations, and the Marine division might even appeal to those inland who have opportunity of devoting a little time to service afloat, and who by family tradition or otherwise are especially attracted towards the Senior Service. It should not be forgotten, also, that the new forces, when called out, or voluntarily serving for training afloat, will be available for service in any part of the world.

Foreign Service.—This liability of the members of the Citizen Navy to world-wide service must necessarily render the force a far more valuable addition to the resources of the Admiralty than the original corps of Naval Artillery Volunteers, who were available for service only in home waters. It is, moreover, proposed that the men shall be trained so as to be able to join a King's ship, and take their place amongst the seamen, a state of things which did not prevail during the existence of the disbanded corps. In the London Brigade it was often asserted that the social position of many of the members would have rendered such a course impossible, or, at any rate, inadvisable. How far this assertion was justified was never proved, but in the Sister Service it could not be considered to hold good. Some years ago, for instance, during an encampment, an affable general officer observed to a Volunteer, who was strapping one of the transport horses, "You do a horse very well, my man. What are you when you are not a Volunteer?" "I'm an R.A., sir," replied the man. "Oh, Royal Artillery," said the General; "I thought I could detect the regular soldier in you." "I'm sorry I'm not one, sir," answered the man. "But I meant to tell you I am a Royal Academician."

The City Rough Riders.—An interesting ceremony was that which took place at the Guildhall recently, when the Lady Mayoress distributed the prizes won during the year by members of the City of London (Rough Riders) Imperial Yeomanry. The Lord Mayor, accompanied by the Sheriffs, attended in state, and amongst the many officers present we noticed Major-General Sir A. E. Turner and Lieutenant-Colonel Le Roy-Lewis, D.S.O., commanding Hampshire Carabiniers. Some of the observations of Lieutenant-Colonel Viscount Maitland, officer commanding the City Rough Riders, deserve attention. In particular it may be noticed that when referring to the success of the corps, he stated that it conclusively proved that London could produce as good material as the provinces in the shape of intelligent mounted men. He had also found the same thing to be the case when in South Africa with the Rough Riders who were recruited in London. The Lord Mayor said the City was justly proud of the regiment which bore its name, and was glad it had been so called in distinction from the County of London Corps.

The Musketry Regulations.—The new musketry regulations, on the whole, seem to have met with approval, although it may be regarded as inevitable that some discontent should already have been expressed. The new course is optional for Volunteer Corps this year, and it is probable that in many cases battalions will postpone their adoption as long as possible, generally because it is rather late now to effect any necessary alterations in the range. The paramount importance of a high standard of marksmanship was so conclusively demonstrated during the late war that few can reasonably raise objection to the increase in the number of rounds to be fired. The Commander-in-Chief, also, has so frequently dwelt upon the great value of snap-shooting that no surprise can be felt that this practice has been introduced into the new course. It has been remarked that the longest range at which Volunteers are to be exercised is 500-yds., and some critics have stated this to be a defect. It should not be forgotten, however, that most of those who find fault with the new course assert that too much is demanded, and most instructors are of opinion that their hardest labour is ended by the time they have trained men to shoot well up to the named distance.

The London Scottish and "Rob Roy."—At the Imperial Theatre, Westminster, a most successful representation of "Rob Roy" was given by members of the London Scottish V.R.C., and great credit is due to Mr. Blake Adams for the really excellent manner in which the piece was staged. The plot of the story is, of course, quite familiar to all readers of Sir Walter Scott, and, somewhat long as is the dramatised version, the different characters were so well rendered by the actors that the performance was relieved from any trace of tedium. As it was entirely undertaken by amateurs, stress may fairly be laid upon this point, and it may also be observed that the instrumental music was supplied by the Mayfair Amateur Orchestral Society. The *title rôle* was extremely well sustained by Sergeant Kerr Smith, and the difficult part of Dougal Cratur was admirably played by Private Lewis Weirter; but perhaps the greatest hit was made by Corporal Duncan Tovey, who, as Bailie Nicol Jarvie, quickly succeeded in thoroughly amusing the house, and well maintained the part to the end. The character of Francis Osbaldistone was taken by Corporal Aikman, whose singing was very attractive, noticeably in the charming old melody, "My Love is like the Red, Red Rose."

Successful Throughout.—The high standard of the singing was, indeed, a noticeable feature at each performance, the chorus of soldiers, Highlanders, and peasants being thoroughly well drilled; and Macgregor's "Lament" was rendered in an especially sympathetic manner. The ladies, who, indeed, ought to have been mentioned first, were equally, with the actors, well above the amateur form. Miss Mary Webb made a very fascinating Diana Vernon, and delighted the audience in the song "Sing hey, my brae John Hielandman." The difficult part of Helen Macgregor was taken by Mrs. Blake Adams, who threw into it quite the necessary amount of Celtic fervour; and Mattie was pleasingly played by Miss Maggie Wallace. The various Highland Dances, introduced into the rejoicings after the escape of Rob Roy, were much appreciated, and the dancing of little Miss Mary Watt gave special pleasure to the boys and girls from the Royal Caledonian Asylum, the small redcoats from the Duke of York's School, and the scarlet-cloaked lassies of the Guards, all of whom were kindly invited to witness the performance. The London Scottish may be justly congratulated on the success of the entertainment.

Discharged Yeomen.—Some time ago attention was drawn in these pages to the great difficulty experienced by many men discharged from the Imperial Yeomanry, after serving in South Africa, in obtaining suitable, or indeed any, employment. Piteous tales of cases of real distress are again reported. Many of the men are absolutely destitute, and the funds of the Imperial Yeomanry Self-help Employment Association are now exhausted. An appeal for donations with which to carry on the work of getting discharged Imperial Yeomen into permanent employment should meet with a ready response.

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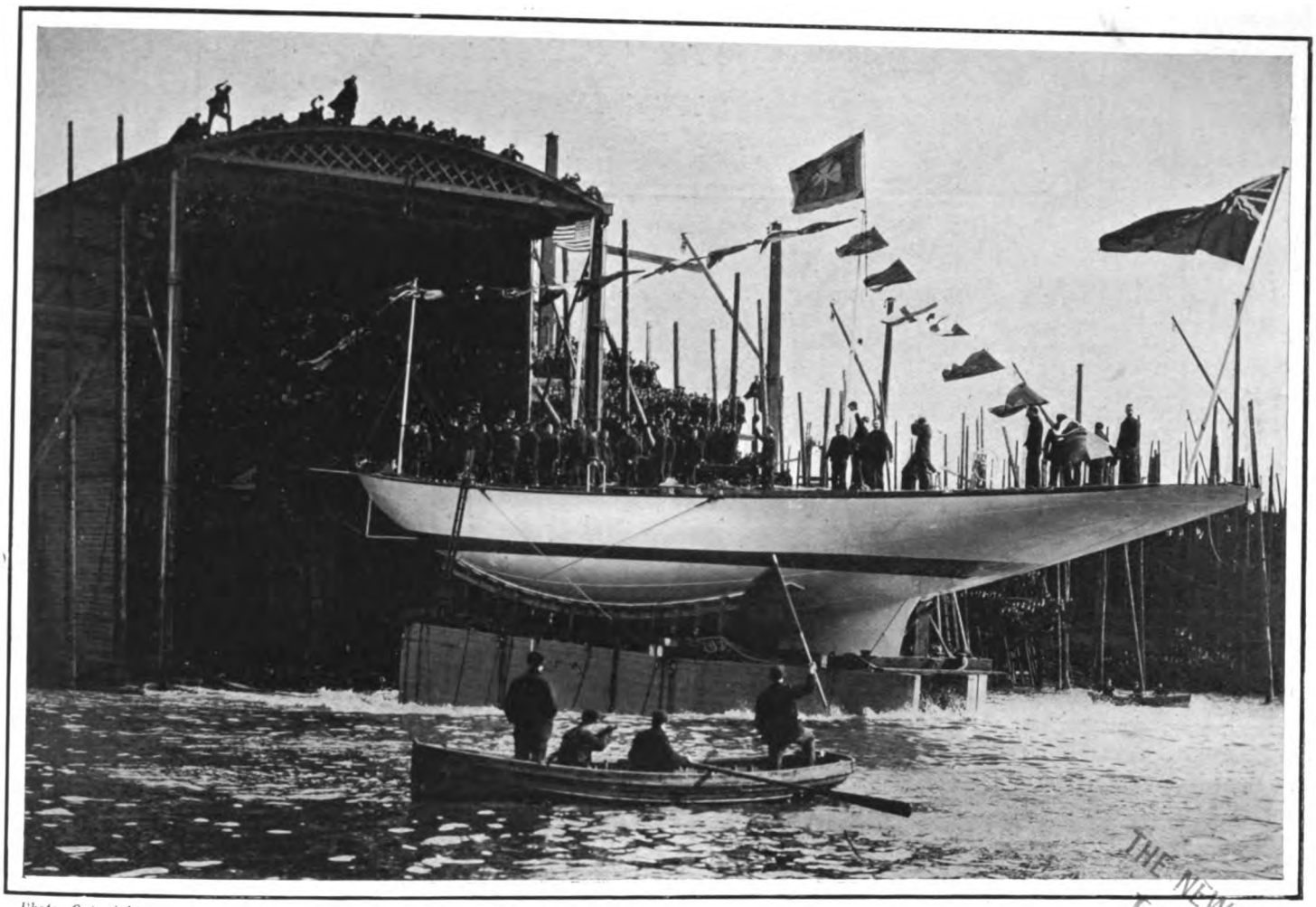
THE AMERICA CUP.



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LAUNCHING THE "SHAMROCK III."

The "Shamrock III." was launched by the Countess of Shaftesbury at Dumbarton on the 17th inst. amid great enthusiasm.

Photo. Copyright. Bolak.

"MAY YOU BRING BACK THE CUP."

Sir Thomas Lipton and the crew of the "Shamrock III.," in whose capabilities the greatest confidence is felt.

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BRITAIN BEYOND THE SEAS.

A WEEKLY STUDY OF COLONIAL NAVAL AND MILITARY INTERESTS.

By IMPERIALIST.

A RECENT discussion at the Royal Colonial Institute has emphasised very strongly the attitude of Australia on the Naval Defence question. The occasion was the reading of a paper on "Australia and Naval Defence," by Senator Matheson, who reproduced a number of those arguments in favour of "local control" with which readers of these notes are familiar, and who further remarked that Australian distrust of Admiralty control was partly due to the conviction that the entire organisation of the Admiralty is "out of date, and wants readjusting to deal with modern needs in modern ways!" This frankness may be refreshing, but it is not likely to exercise any very serious influence upon the British public, which is at least as closely concerned in the competence of the Admiralty to maintain British Naval supremacy as the Australians are. Incidentally, some possible analogies might be humorously suggested, as, for example, a message from the German colony in Brazil to the Kaiser to the effect that the German General Staff was becoming rusty, and required rubbing with a little Colonial sand-paper.

Hitting the Right Nail on the Head.—In an audience containing such highly representative men as Admirals Sir E. Fremantle and Sir N. Bowden-Smith, Lord Brassey, Lord Carrington, Sir Horace Tozer, Messrs. H. Copeland, Alfred Dobson, and H. B. Lefroy, the last-named four being the Agents-General for Queensland, New South Wales, Tasmania, and Western Australia, it was natural that such views as those of Senator Matheson should arouse considerable discussion, of which we may look forward to seeing a full report in the Journal of the Institute. Meanwhile, it seems as if precisely the right thing in the right place and at the right time had been said by Sir Horace Tozer, who remarked that one fatal objection to the theory of local control was that Australia had not the money to get the ships and keep them. "In his opinion, the lofty idea of Australia defending her own shores must be delayed again until they put their own house in order." What a comfort these sane, level-headed men of affairs are in such controversies. "All very fine," they say, "but can you afford it? If you can't, save your breath to 'cool your ain parritch!'" In the presence of such cold logic argument seldom becomes really warm.

The Royal Colonial Institute.—Talking of the admirable Institute in Northumberland Avenue at which Senator Matheson's paper was read, one is glad to see by the current number of the Journal that its affairs are in an extremely sound and flourishing condition. The thirty-fifth annual general meeting was held last month, Field-Marshal Sir Henry Norman presiding, and unveiling the memorial in honour of "Fellows of the Institute" who laid down their lives during the South African Campaign of 1899-1902 in the cause of a "United Empire." The balance of assets over liabilities is over £50,000, and the income has reached the very substantial figure of over £8,000 a year. This is very gratifying indeed from the general Imperialist standpoint, as well as from that of the members of the Royal Colonial Institute itself. It is a living proof that the very high ideals of the Institute are being accomplished in a manner which is at once sentimental and practical, and should inspire fresh and continued confidence in the Institute and its work. It should be remembered, too, that this success has been built up on a basis of a very moderate subscription, which even for resident members is but £2 annually, with £3 entrance free.

Canada and Naval Defence.—An important and illuminating letter from its Newfoundland correspondent was recently printed by the *Globe*. In this communication the steps which Canada is taking in the matter of Naval armament are very carefully and, one would imagine, very fairly discussed. It seems to be settled that Canada, by the end of this session of the Dominion Parliament, will have created a Canadian Naval Reserve, and the idea is to base it upon the Naval Reserve movement in Newfoundland, to which free allusion has from time to time been made in the columns of NAVY AND ARMY ILLUSTRATED. Accordingly, Captain Spain, the commodore of the Canadian Fleet of Fishery Protection cruisers, has been sent to Newfoundland to study the working of the Naval Reserve system on the spot. The *Globe* correspondent remarks, incidentally, how successful the local movement has been. Over 500 men, he says, have already been enrolled; 170 have put in their half-year's sea service; and the remainder are going through the training-ship "Calypso" at St. John's. There is a further prospect that contingents will embark in two or three war-ships next autumn for a cruise in the Caribbean.

Newfoundland not a Safe Precedent.—But it is also pointed out that, because the Naval Reserve movement has prospered in Newfoundland, it does not follow that equal success will be attained in the Dominion. It is recalled that the Admiralty were opposed to the extension of the system to Canada on the ground that the close and frequent intercourse between Canada and the United States would make it certain that a Canadian Naval Reserve scheme would soon develop into a training school for the Navy of the United States—an obviously cogent argument from our Admiralty standpoint. But there are further reasons why the Colony of Newfoundland cannot be safely looked to by Canada as providing a useful working model of the Naval Reserve system. The fact is, that the Newfoundlander is altogether exceptional in his fitness and opportunities, and it is only quite occasionally that Canadian fishermen will be found with similar qualifications. He is, as the *Globe* writer remarks, not only a fisherman from top to toe, familiar, as the Canadian is not, with steam-ships, but he is also "a bit of a carpenter, shipwright, blacksmith, sailmaker, lumberman, and navigator"—in fact, a genuine handy-man to start with.

The Crux of Canadian Politics.—It is very unfortunate that Canada should be impelled towards what is likely to prove an unsuccessful and costly experiment, one, moreover, to which the Imperial authorities are strongly opposed, by the weight of a political influence which we in this country cannot be expected to regard very favourably. The Dominion Naval Reserve force may be regarded as largely a French-Canadian project, and it will be still more largely under French-Canadian control. It is the Quebec Radicals who have put a spoke in the Imperial wheel in the matter of Admiralty control of Canada's Naval Defence system, and the prospect that the Dominion Naval Reserve will be placed under a Minister from Quebec is a further indication of the occasionally aggressive character of French-Canadian politics. The questions thus raised are of very great gravity, and it would be quite out of place to discuss them here. It might even be ungracious to do so, in view of some facts and features of Sir Wilfrid Laurier's notable record. But this matter of Canadian Naval Defence is one which simply cannot be touched without some allusion to political considerations, the significance of which still seems very imperfectly understood on this side of the Atlantic.

The Shanghai Volunteer Force.—The Shanghai Volunteers should be very satisfied to have acquired such an experienced and able Commandant as Brevet-Major W. M. Watson of the West Riding Regiment. Major Watson was formerly in the Chinese Regiment at Wei hai-Wei, and was mentioned in despatches for his share in the China Expedition of 1900. He previously saw service in the operations in Matabeleland in 1893-94.

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SERGEANT J. J. CLEMENTS, V.C.

Who, although dangerously wounded, threw himself into the midst of a party of Boers, near Strijdenburg, and caused them to surrender. He was serving at the time with Rimington's Guides, two of whom were with him.

LIEUT.-COLONEL R. E. W. TURNER, V.C., D.S.O.

Who during the fighting at Komati River, despite being twice previously wounded, dismounted and deployed his men of the Royal Canadian Dragoons, and drove off the Boers who were seriously threatening the guns, which may have been captured but for his prompt action.

Helsby.

LIEUTENANT F. W. BELL, V.C.

When Lieutenant Bell's regiment, the West Australian Mounted Infantry, was retiring under a heavy fire at Brakpan, he noticed a man dismounted, and returned and took him up behind. The horse falling, Lieutenant Bell stayed behind and covered the man's retreat until he was out of danger.

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Round the Military Clubs.

WHAT SOLDIERS ARE THINKING, SAYING, AND DOING.

By RANGE-FINDER.

THE Commander-in-Chief's recent Memorandum order with regard to the armament of the cavalry in the future, to which reference was made in these columns last week in the "March of Events," though expressing the views and military deductions of Lord Roberts, is said, in the matter of text, to have been the last piece of public work performed by the late Colonel Henderson, official historian of the war. In its wording it is a very profound and distinguished order, embracing as it does most of the history of cavalry during recent years. But this profundity will not disguise from the critic the "meat" in the Memorandum; in the mounted branches it is the most discussed subject of the moment, and it cannot be said that it is discussed with great favour. But I will not go into this matter further; I have already expressed my views on the subject of the more efficient armament of mounted men. But, as the name of Colonel Henderson has cropped up, it will be interesting to see what effect his death will have upon the publication of the official "History of the War." This work, of course, was to have been built round Colonel Henderson, and as far as I can see it must die with him. "Linesman," who has been working for some months as his Second-in-Command, though a very eminent writer of a particular, and I am glad to say limited, class, has given abundant proof of his inability to fill the *rôle* of historian. At least, I cannot imagine the author of "The Mechanism of War" being taken seriously as a historian, even by himself.

Staff Rides.—We are just verging upon the season of staff rides. Staff rides in this country are the substitutes for comprehensive manœuvres as held in the armies of the great Continental Powers. As a matter of fact, a staff ride is nothing more nor less than a *Kriegspiel* held on a large scale, the open country-side being the chess-board. Sir Evelyn Wood has always been very keen on this form of instruction for his command, and in a few days he will conduct an exercise of the kind through the area of the Second Army Corps. Also I hear that another tactical exercise of almost similar nature, only confined to the mounted branch of the Service, is even now being carried out in the Scottish district. The form which these exercises take is simple in the extreme. An area is selected, and then the officers who command the chief units of the opposing and imaginary armies ride out into the area. The battle is there fought in the imaginations of the staff, one or more senior officers acting as umpires. The mental movements of troops made are then recorded, and the times of all movements carefully kept. The umpire, holding the record of both sides, advises the belligerents of the progress of the fighting, and keeps a dual record on a single map. Staff rides always prove interesting outings, and if they do not teach a man to acquire skill in the handling of bodies of troops, they at least make him familiar with a large portion of his own country; which, in a staff officer, is a real asset.

Civilian Guides.—A very strenuous effort, I hear, is being made by Colonel Davidson, R.A., to raise a corps of local and emergency guides. Colonel Davidson's scheme certainly has much to commend it, though at present it may be a little crude in its detail. Nevertheless, the essentials are all right, and briefly they are as follows: Colonel Davidson, who commanded a Brigade Division of Horse Artillery in the war, under Sir John French, realised, as we have all realised, that information—reliable information—is the soul of all war. Consequently, when he was appointed at York as Colonel on the Staff, he conceived the idea of getting all persons in the locality of sufficient local knowledge and intelligence to band themselves together so as to furnish a corps of guides in the event of descent ever being made upon these islands by an invader. That is Colonel Davidson's idea—that every town, parish, and hamlet should, in the event of hostilities, be able to furnish locally as many guides as the Army required; that the Army should be helped, not impeded, by local civilians. The idea is a good one, especially as it is an essential that the Army and the nation should be brought into a closer proximity than exists between them at present.

The French Army before "l'annee terrible."—I wonder if any of the readers of the NAVY AND ARMY ILLUSTRATED have ever thought to make a comparison between the state of our Army at present and that which the historians say existed in the French Army prior to 1870. The Ministerial speakers, during the recent debates, remind me of much that I have read about the French Constitution. Then France was, perhaps, the richest and most powerful factor in Europe. Instead of turning her wealth and power to rational account, she preened herself upon it, and was blind to internal decay. The Army was untrained for war, and it was composed of the scum of the nation, owing to the fact that substitution could be bought by all the better class of conscripts. Favoritism ruled all advancement, so there was no inducement in the officer ranks for men to take their professions seriously. Saint Cyr was simply a high-class boarding-school where the students gave up their whole time to pleasure. Cabinet Ministers got up and said that the Army was "prepared, down to the last button on the men's uniforms," to take the field anywhere, and then sent their armies forward to be beaten in their own territory, of which no single officer, from the marshal in command to the private in the ranks, possessed a map.

A Zulu Hero.—A very splendid story of gallantry has been told me with regard to a Zulu in the South African War. The incident occurred after the battle of Brakenlaagte, when "Benson's Column" was overwhelmed. It was discovered in the evening, when the Boers had drawn off, that they had taken with them a waggon of small-arm ammunition. Now small-arm ammunition was the whole soul of the Boer resistance of these later periods of the war, and, therefore, the capture was the most valuable that they had made that day. Realising this, Colonel Wools Sampson, who, after Benson was wounded, had taken command, got his Zulu scouts together, and offered £10 to the man who would go after the Boers, and attempt to get the waggon away from them. Two Zulus agreed to go. One did not carry through; but the other followed the spoor of the Boer column, reached their camp in the night, walked boldly in, inspanned a team of mules into the waggon, and drove it out of the sleeping Boer camp, bringing it back to the British next morning, without having disturbed anyone.

Another Hart Story.—A week or two ago I told a story or two of Sir Reginald Hart. Here is a new story with regard to his brother, General Hart-Synnot, who commanded the Irish Brigade with Buller's army in Natal. After Colenso, General Hart—who will be remembered as the hero of the "3rd class shot" story—went round the men in hospital belonging to his Brigade. He had a cheery word for them all, and presently he came to the bedside of an old blear-eyed Reservist, who could scarcely keep his mouth from twitching from the agony he was suffering.

"Well, my man, how are you?" said the General.

"Easier, General—but it's no thanks to you, for though you may be the bravest man that ever was, you aint built to command a lot of blooming ducks, much less men like we!"

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PARADE AND WORKSHOP.

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DISCIPLINE, DRILL, AND GENERAL UTILITY.

Here, in the persons of a warrant officer and a sergeant of the 2nd Coldstreamers, we have a very weighty and instructive combination of Military duties. Everyone knows what an important position is that of a battalion sergeant-major, more especially, perhaps, in Guards' corps, in which the association between officers and men is seldom so intimate and continuous as in the Line. Very responsible, too, on a lower plane, is the work of the sergeants who supervise, respectively, the drill of recruits and the principal regimental workshop.

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THE BATTLE-ROLL OF EMPIRE.—IV.

The First Stroke for Egypt: Alexandria, July 11, 1882.

THE bombardment of Alexandria by the Mediterranean Fleet, on July 11, 1882, was the opening move in the series of operations which handed over the land of the Pharaohs to the custodianship of Great Britain. Arabi Pasha's rebellion against the Khedive compelled England to safeguard British interests, and the Mediterranean Fleet was ordered to Alexandria. On arrival there Admiral Sir Beauchamp Seymour (Lord Alcester), the Com.-in-Chief, opened negotiations with Arabi. These culminated in an ultimatum that the mounting of guns on the fortifications of Alexandria must be stopped; otherwise the fleet would open fire. The Egyptians, however, went on mounting guns. All was ready for action by the evening of July 10, and by sunrise next morning the British fleet was in station to bombard the fortifications. This is what passed on board three ships specially distinguished that day—the flag-ship "Invincible," the "Inflexible," and Lord Charles Beresford's "Condor."

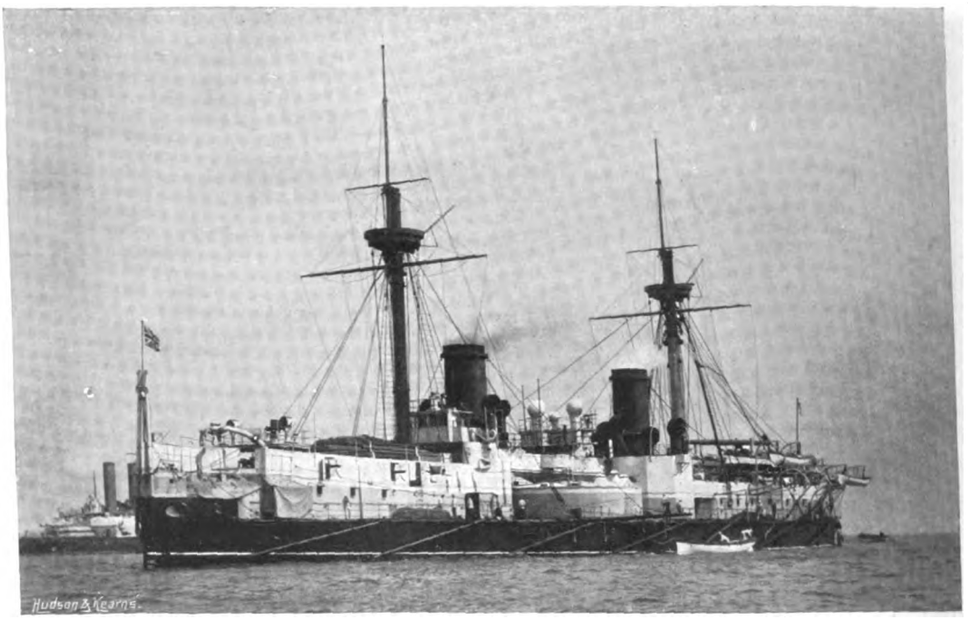

Photo. Copyright. THE "INFLEXIBLE." *West & Son, Southsea*

The "Invincible" was not the flag-ship of the Mediterranean Fleet, but she was made so for the battle, owing to her light draught of water, which enabled her to cross the bar at Alexandria, impassable by Sir Beauchamp's proper flag-ship, the "Alexandra." "At half-past six," says an eye-witness on board the "Invincible," "a quiet order was passed round the decks, 'Load with common shell.' A gleam of satisfaction shone on the men's faces. Half-an-hour later a signal was made to the 'Alexandra' to fire the challenging gun. That was done, and, the Egyptians continuing hostile preparations, the flags ran up at the 'Invincible's' mast-head for the fleet to commence action. The order was given on board the 'Invincible' to begin 'Independent firing.' A deafening salvo from five 9-in. guns went from the side of the 'Invincible,' while overhead the ten Nordenfelt guns in the tops swelled the din which burst forth from all the ships with a succession of drum-like tappings." The story goes on: "The smoke from the very commencement of the engagement was so dense that we could see nothing of the effect which our fire was producing, nor of what the enemy were doing, but soon after we began, a sharp scream overhead, followed by the upleaping of columns of spray to seaward as the shots struck the water, made it clear that the enemy were replying to our iron salute . . . They appeared to have got our range pretty accurately, and round and conical shot whistled thickly through the masts. I went round the ship and found the men fighting the main-deck guns all stripped to the waist. Between each shot they had to sit down and wait until the smoke cleared a little. . . . By nine o'clock our fire had silenced all the guns in Fort Mex with the exception of four. It was difficult to hit upon the exact locality of the guns, seen as they were dimly and occasionally through the smoke, but by 10.30 only three maintained their fire. They were concentrated on the 'Invincible,' and must have been worked by some of their best gunners, for they struck us every time, often quite on the water-line. . . . By eleven the fort was in ruins and its guns all silenced."

The "Inflexible" at Alexandria shares with Lord Charles Beresford's "Condor" the distinction of having received in action the Commander-in-Chief's signal of commendation, "Well done!" She was posted at first outside the reefs off Corvette Pass. "It is invidious to particularise," says the *Times* correspondent who was on board another ship, "but the 'Inflexible's' firing to-day was certainly second to none." Describing how the "Inflexible," at a range between 3,000-yds. and 5,000-yds., later on shelled Fort Mex with one turret and Ras-el-Tin batteries with the other, the same eye-witness continues: "Every shell seemed either to burst right over the Ras-el-Tin Fort or to pitch on the very parapet of the Mex Fort upon the hill." It was at this moment that Admiral Seymour signalled "Well done, 'Inflexible'!" The "Inflexible" bore the brunt of the firing from Ras-el-Tin for three and a-half hours, until she had silenced the Egyptian guns, after which she helped to silence the Lighthouse Fort and Fort Ada.

At Alexandria the "Inflexible's" captain was Admiral Sir John Fisher, now Second Sea Lord at the Admiralty. Captain Fisher commanded the Naval Brigade after the bombardment, and it was he who invented the "ironclad train." Another officer not to be forgotten was the gunnery lieutenant, the late Commander Younghusband. The vent of one of the 81-ton guns had become choked, and the gun was put out of action. Younghusband had himself rammed into the gun till he reached the powder chamber, where he cleared the vent at a serious risk of suffocation from the powder gases. A rope fastened to his feet pulled him out.

This is what took place on board the "Condor," commanded by Lord Charles Beresford, who is about to take command of the Channel Squadron; from details related by a guest of Lord Charles at the time. "As we neared Fort Marabout, bristling with Armstrong guns, not a man aboard but knew the peril of our audacity—for a little gun-boat, one of the smallest in the service, to attack the second most powerful fort at Alexandria—but the shout of enthusiasm from the crew when the order was given to 'Open fire!' showed their confidence in their leader." The guns ran out, the flash of the cannonade lighting up the faces of the men, already begrimed with powder and steaming with exertion, for the morning was hot and sultry. The captain from the bridge, glass in hand, keenly watched the aim of his gunners, and called from time to time: "What was that, my men?" "Sixteen hundred yards, sir!" "Then give them eighteen this time, and drop in." "Aye aye, sir!"

Soon the straight shooting of the "Condors" drew the attention of the enemy on her. "The Arab gunners now trained one of their Armstrongs in our direction. Our engine-bell sounded, and the 'Condor' steamed ahead. Then came a puff of smoke from the fort, a dull boom, a rush of a shell through the air, and a jet of water shot up astern. The enemy had missed us. When the Arabs reloaded and brought to bear, the 'Condor' was steaming back again, and the shell whistled across her bows." Then things got warmer. "They set about slewing other Armstrongs in our direction. The long black muzzles slowly turned their gaping mouths towards us. We looked at each other, then some of us looked at the captain, for the situation was becoming critical. In an instant he decided, and gave the order to run in closer, and we came within 1,200-yds. We all saw in a moment the wisdom of the seeming audacity. We were well within their guard; though the Gyppies blazed at us, they could only practice at our masts, they could not depress their guns sufficient to hull us." The Egyptians next opened fire with smooth-bores from the lower parapet. "The round shot would whistle through our rigging, making us lie low awhile, but we would scramble to our feet again, dropping another 9-in. shell well within their works, scattering their gunners, and making things very unpleasant for them. All the time the navigating-lieutenant, with his eyes fixed on the chart, was calmly moving the 'Condor' up and down a narrow, tortuous passage, which we could distinctly see by peering over the side of the vessel."

How the admiral signalled "Well done, 'Condor'!" is history. Admiral Lambton was flag-lieutenant in the "Invincible," and it was he who first drew attention to Lord Charles Beresford's little ship. Sir Beauchamp was delighted at the "Condor's" pluck, and answered: "Dear me, I should like to tell him something"; and on this Lieutenant Lambton suggested the famous signal, "Well done, 'Condor'!" So, at any rate, the story goes.

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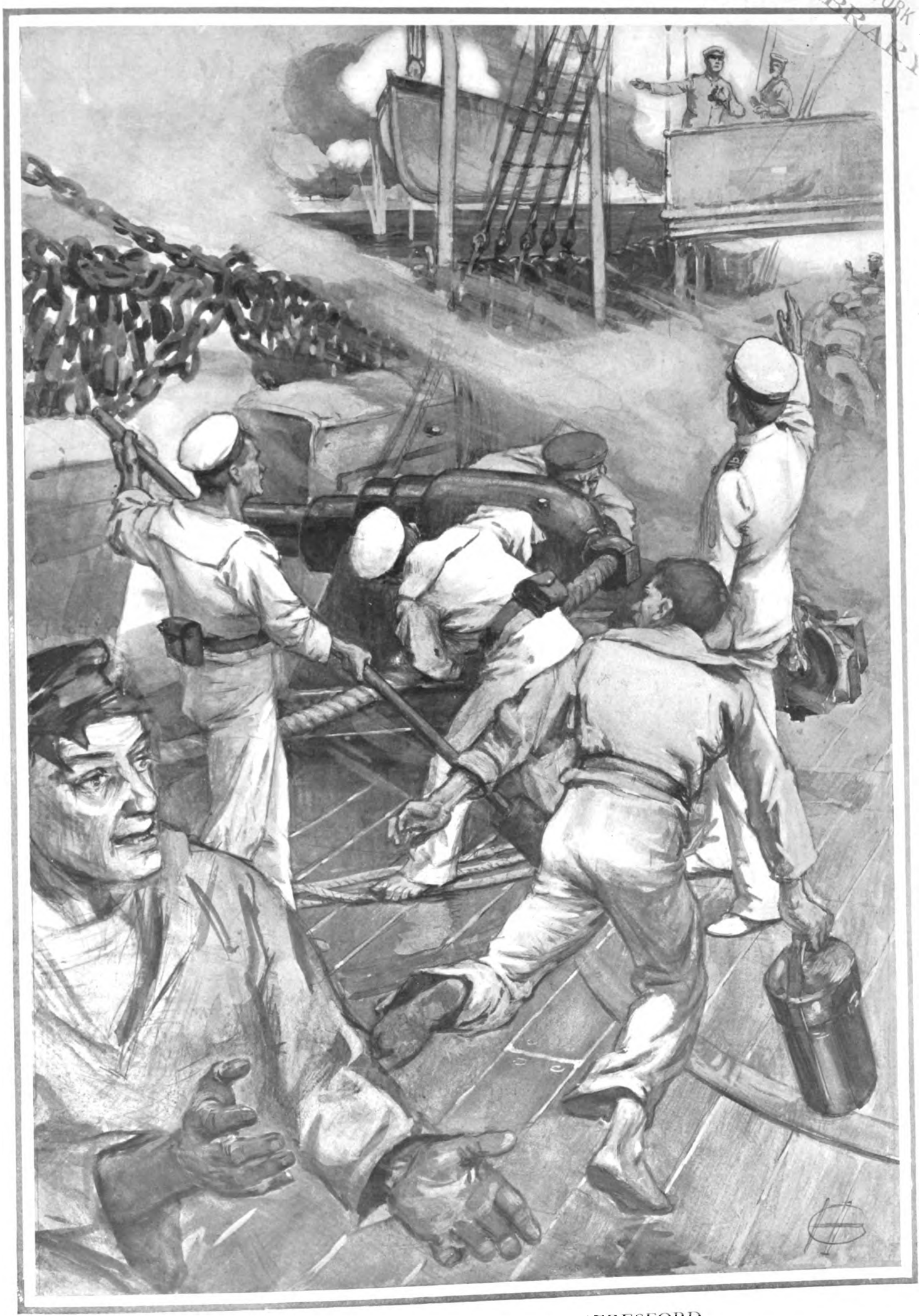

COMMANDER LORD CHARLES BERESFORD

Directing the gun-fire on board the "Condor."

Drawn for "Navy and Army Illustrated" by George Hawley.

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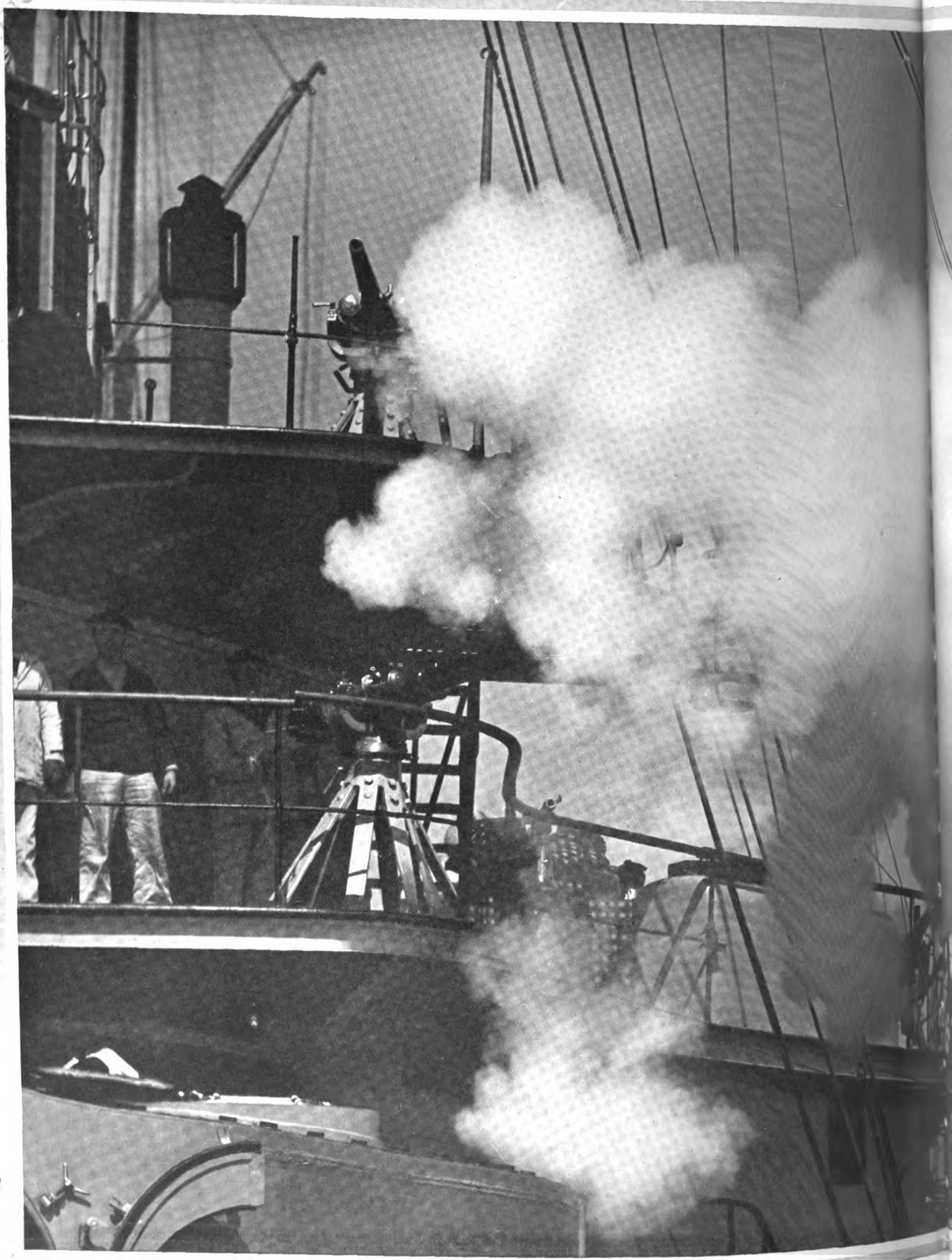
THE PRESIDENT OF THE FRENCH REPUBLIC VISIT



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THE FORTHCOMING VISIT OF

The ceremony which takes place when the President visits a French war vessel is similar to that which is carried out when the visit of the President of the French Republic to

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RE VISITS A BATTLE-SHIP: FIRING A SALUTE.

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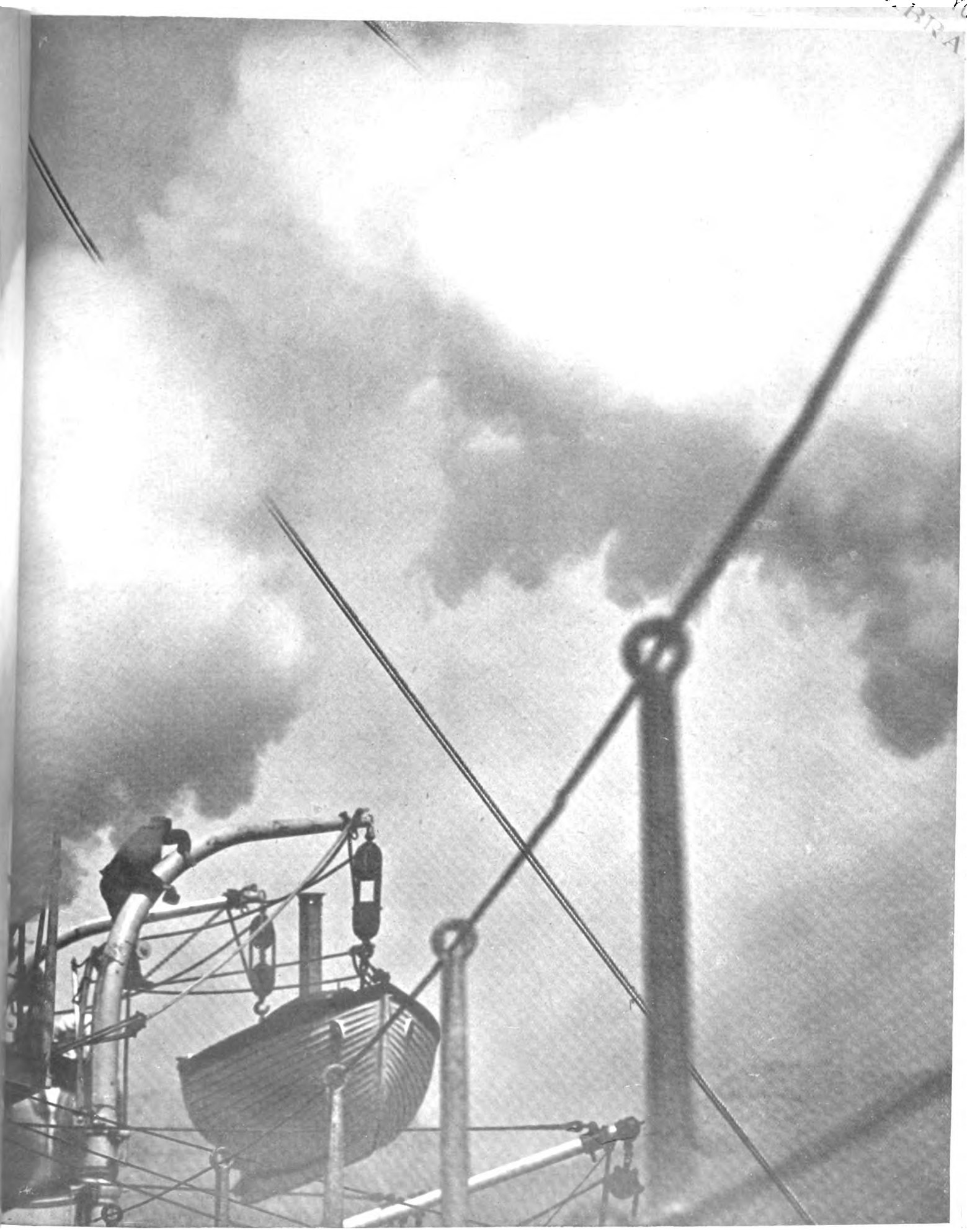

Bar, Toulon.

M. LOUBET TO ALGERIA.

King of England or the German Emperor boards one of the ships of the British or the German Fleet. In view of the forthcoming Algeria this picture is of exceptional interest.

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FOR KING AND COUNTRY.

Photo. Morch.
COLONEL A. C. CANTRELL-HUBBERSTY.

First Nottinghamshire Rifle Volunteers.

The Robin Hood Rifles.

Photo. Thomson.
COLONEL SIR C. SEELY BART.

IN the year 1859, the Volunteer Movement having become a national organisation, owing to the threatening attitude of Napoleon III., the ancient town of Nottingham exhibited without lack of time its patriotism by at once giving the movement its hearty support. In the month of April, 1859, the Duke of Newcastle, then Lord-Lieutenant of the county, called a meeting in Nottingham of deputy-lieutenants and magistrates, for the purpose of considering the advisability of forming a Volunteer corps. The result of this meeting was that six gentlemen sent in their names as being willing to join, and thus the first squad drill of the six members took place on the Castle Terrace on May 27, 1859. However, the number of members soon increased, and by the August following the regiment, having grown to 400 strong, was inspected at Forest House, the residence of the late Mr. Edwin Patchitt, the then Mayor. It was on this occasion that Mrs. Patchitt, with the sanction of the Lord-Lieutenant, bestowed the name of "Robin Hood" upon the regiment, a name which it has ever since proudly retained.

During this year the Corporation of Nottingham, who from the very first have always taken a keen interest in their Volunteers, placed at the disposal of the battalion a rifle range up to 600-yds., on the Coppice New Road, and voted various sums of money for the purpose of carrying out the necessary works connected therewith. Again, in 1861, the Corporation extended the range to 900-yds., and the work was completed under the direction of the borough engineer, Mr. Tarbottom.

Among the public ceremonies in which the regiment has taken part have been the following. First of all the grand review in Hyde Park in June, 1860, when it was received with much enthusiasm, and subsequently was selected by the Commander-in-Chief for special praise. In 1864 the battalion paid its second visit to Hyde Park, and was again highly complimented by both the Royal Princes present, as well as by the military authorities. On June 23, 1866, it visited Hyde Park for the third time, when it was able to increase its already high character for numbers, smartness, and steadiness on parade. On August 11 in the same year it took part in a review of 30,000 Volunteers at York before the King (then Prince of Wales) and the Duke of Cambridge. Speaking of the training of the regiment on this occasion, the *Leeds Mercury* remarked, "In only one case was a corps greeted with applause, and that was the famous Robin Hoods, who may now look upon applause as their natural inheritance." On July 1, 1876, the battalion again took part in a review of Volunteer and Household troops before the King in Hyde Park, when it paraded 800 strong; and on July 3, 1878, under the command of Colonel Seely, it assisted in welcoming the King and Queen at Nottingham, on the occasion of the opening of the Castle Museum by His Majesty. On July 11, 1881, the regiment passed in review before her late Majesty Queen Victoria, together with 54,000 Volunteers, in Windsor Great Park. Again it was referred to in highly complimentary terms by the *Daily Telegraph* as dividing the honours of the day with the Naval Volunteers. In 1897 the regiment lined the streets at Sheffield, on the occasion of Queen Victoria's visit for the purpose of opening the new Town Hall; and in 1902 it took part in the Coronation ceremonial of King Edward VII., sending a contingent selected from the Active Service Company to help in lining the streets in London.

Of other ceremonies, that of the presentation of colours by Lady Belper on Trent Bridge Ground in 1860, the inspection by the Duke of Newcastle on the Nottingham Forest in 1862, when already the battalion had increased to 994, and that of September 21, 1863, when it assembled on Bulwell Forest to welcome the Duke of St. Albans as its honorary colonel, may be mentioned, out of a great number too numerous to refer to here.

The Robin Hoods have always been fortunate in being commanded and officered by those who had the welfare of the corps thoroughly at heart. Amongst those who have commanded have been Colonels Crawford, I. C. Wright, Sir Charles Seely, Bart., and the present commanding officer, Colonel Cantrell-Hubbersty, who has held the command since 1892. This officer is exceedingly keen, and takes a deep interest in everything connected with the battalion, and it is this fact, as well as his tact and knowledge of military duties, which has so greatly endeared him to all ranks.

Of the adjutants, the older members of the battalion will recall the name of Major Jonathan White, who was adjutant during the early times when Volunteering was in its infancy. He was a typical instance of the old school of soldiers, but his bluff, witty methods were very successful in bringing the Robin Hoods to a high state of efficiency. Other adjutants who have since been with the regiment, all of whom did excellent work, and who will not easily be forgotten, are Major Wallis, Captain Dalbiac (now Colonel Dalbiac, M.P., commanding 18th Middlesex), Captains Kilbee Stuart and Chambers Didham. There are now two adjutants, owing to the establishment of the battalion being increased to 2,104.

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THE CYCLIST CORPS.
Out for Manœuvres.

A MACHINE GUN.
And its attendants.

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Supplement to NAVY AND ARMY ILLUSTRATED, *March* 28, 1903.

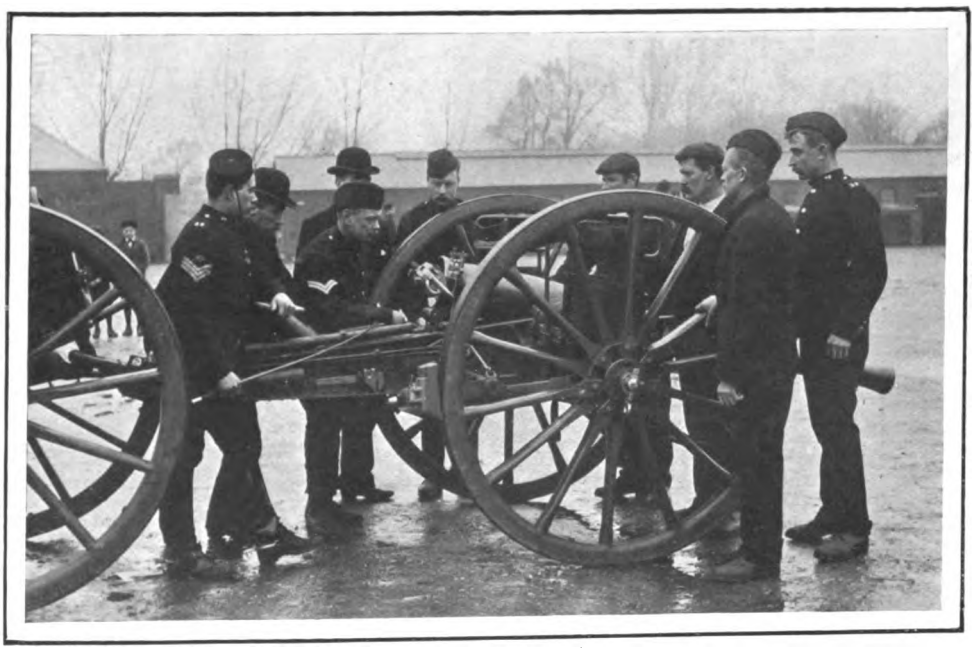
The Artillery of the British Army.

RELOADING A 6-IN. HOWITZER.

A number of these guns were sent out to South Africa during the late war.

THE ROYAL REGIMENTS OF ARTILLERY

include the Horse and Field Artillery and the Garrison and Mountain Artillery, two regiments in one. There are separate depôts for the different branches, and officers and men are not directly interchangeable from one regiment into the other. A proportion of both Horse and Field Artillery batteries are stationed in India, and some are in South Africa. The Garrison Artillery companies are distributed wherever there are fortifications at home and in our possessions abroad.

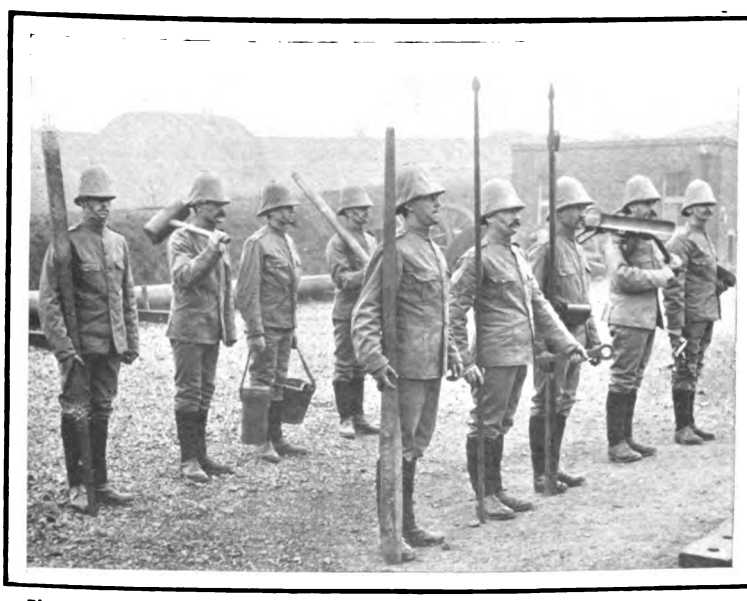


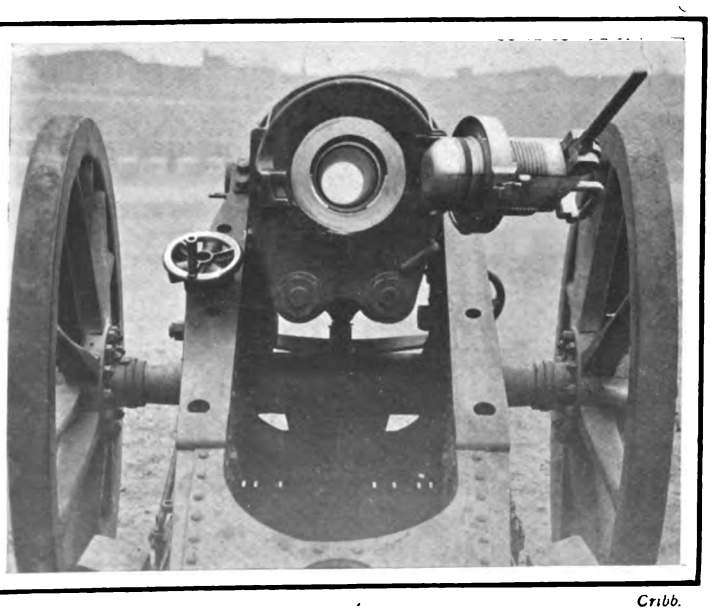
RESERVES OF THE 68TH BATTERY.

Field Artillery receiving instruction in the working of a 15-pounder field gun.

THE HEAD-QUARTERS OF ARTILLERY

are at Woolwich, and here officers and men are instructed. The Royal Artillery is also charged with the ammunition transport of the Army, and ammunition equipment is stored at various places for the supply of columns. Corps Artillery consists of both Field and Horse Artillery, the latter being specially assigned to cavalry. There are 28 batteries of Horse Artillery. The Royal Field Artillery consists of 151 and the Mountain Division of 10 batteries, and the Garrison Artillery of 105 companies.





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THE CREW OF A 6-IN. HOWITZER.

THE BREECH OF A 6-IN. HOWITZER.

The hinged breech-block seen in the right-hand picture swings into place and is locked with a half turn of the lever. The handle on the left is used for elevating the gun to increase its range.

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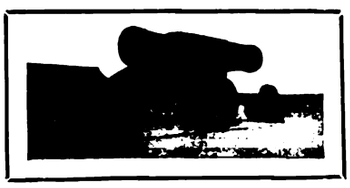
British Guns for Field [illegible] an

Photo. Copyright. Saunders.

FIELD GUNS COMING INTO ACTION.



MONS MEG, EDINBURGH CASTLE

The armament of the Horse Artillery is a 12-pounder breech-loader of 3-in. calibre, firing shrapnel shell and case shot. The Field Artillery gun is a 15-pounder breech-loader, calibre 3-in., firing shrapnel shell and case shot. The 5-in. and 6-in. howitzers fire common shell with lyddite bursters. The Mountain Artillery have a 7-pounder screw gun which can be taken to pieces and carried on pack animals. The greater number of the batteries of Mountain Artillery are in India.

Photo. Copyright.

MANCE[illegible]
Royal Artil[illegible]

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MAXIM GUNS OF THE WARWICKSHIRE REGIMENT.

Waiting for the enemy to advance

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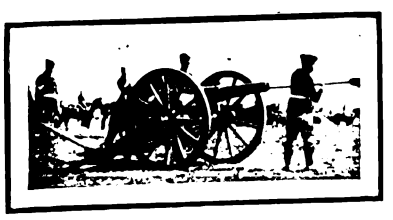
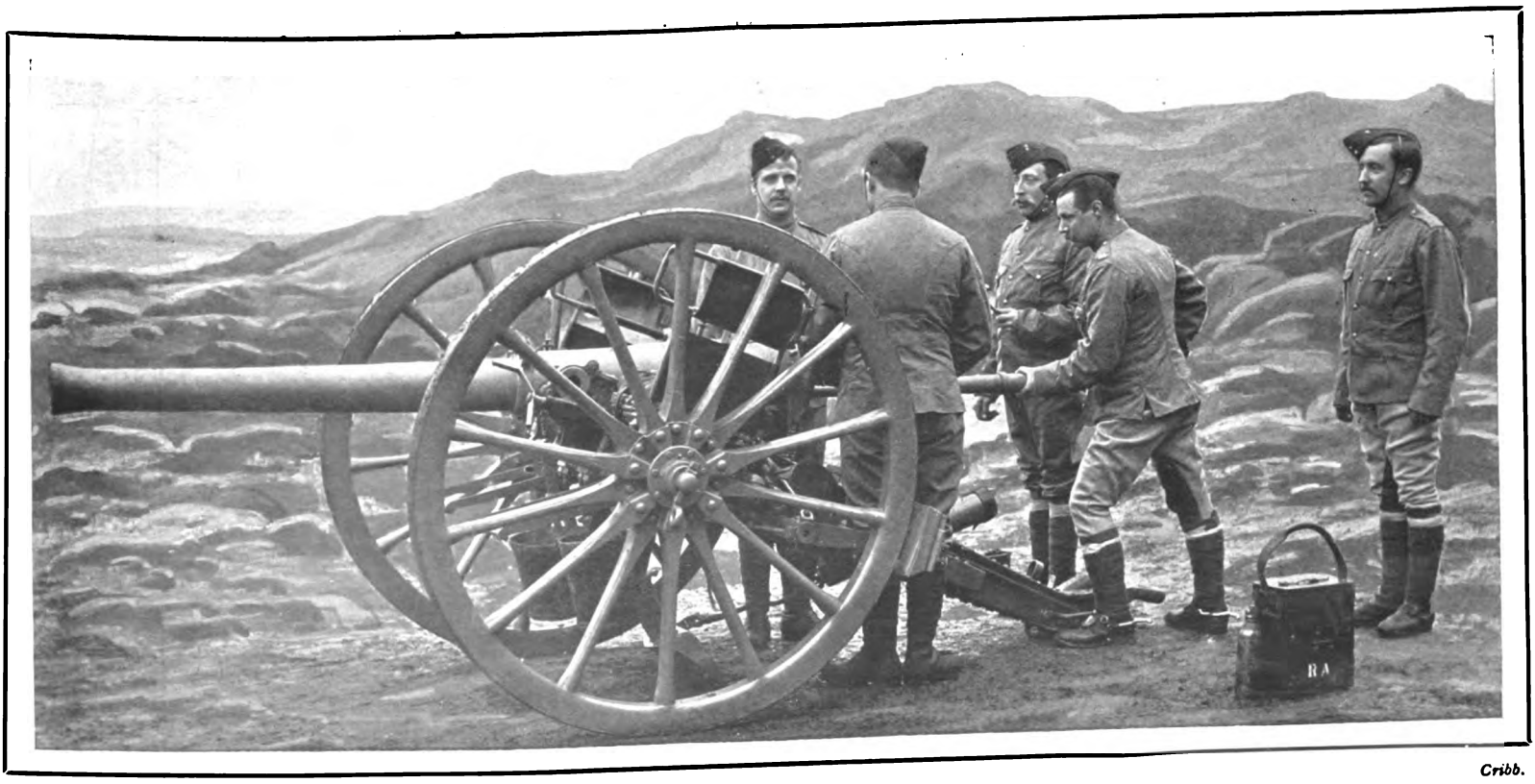
GUN DRILL ON STADDON FORT.

The Garrison artillery comprises 4-in., 5-in., 6-in., 8-in., 9·2-in., 10-in., and 13·5-in. breech-loading guns. Also 64-pounder, 80-pounder, 7-in., 9-in., 10-in., 11-in., 12·5-in., 16-in., and 17·7-in. muzzle-loading guns. But steps are being taken to replace all muzzle-loaders by guns on the breech-loading system. The batteries of Horse and Field Artillery are also to be of a quick-firing nature. The famous pom-pom has recently been added to the Artillery equipment.



A MODERN QUICK-FIRING FIELD GUN.



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A 15-POUNDER FIELD GUN.

Cleaning out the field gun preparatory to loading with shrapnel.

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TENDING THE ARTILLERY HORSE.

Photo. Copyright. *Elliott & Fry.*

THE SHOEING FORGE.
Field Battery, Royal Artillery.

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HORSE LINES OF THE 9TH BATTERY.
Royal Horse Artillery.

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one of whom is Captain H., W. Poyntz, and the other Captain G. N. Colvile, D.S.O., of the Oxfordshire Light Infantry.

On the death of the Duke of St. Albans, Lord-Lieutenant of the county, in May, 1898, the Duke of Portland, who succeeded him, was appointed honorary colonel of the regiment. During recent years the corps has greatly increased in strength; and in April, 1895, a new company was added, to be followed by a second in 1896, while yet a further four companies were added in April, 1900, and thus a second battalion was formed, making at present two battalions, each of nine companies. Of the officers, sixteen wear the Volunteer Officer's Decoration, and 177 non-commissioned officers and men the Long Service Medal. The strength of the battalion is at present about 1,800 of all ranks, there having been a number of resignations since the introduction of the new regulations; but, happily, recruiting is now going on briskly, and doubtless by the next inspection the full numbers will be again reached.

THE NON-COMMISSIONED OFFICERS.

A hard-working body of men.

The regiment possesses a strong cyclist section, consisting of 140 men, also a signalling section of twenty-four men, and an ambulance section. As regards shooting, in 1890 the old range, which had done duty since 1859, was condemned by the War Office, and great difficulty was then experienced in obtaining the loan of ranges. Great inconvenience was caused to members by having to attend ranges away from their own city, which resulted in many of them being absolutely unable to perform their class-firing. However, in 1895, owing to the public spirit of the Corporation of Nottingham, the battalion was provided with a magnificent range at Trent, which was formally opened by Lord Wolseley. The result of this has been that the improvement in all-round efficiency has been most marked. The Corporation have also shown their appreciation of their Volunteers still further by most generously providing them with a site for new headquarters. The regiment is well endowed with prizes for shooting, chief amongst which are eleven challenge cups, bowls, and trophies, competed for each year under varying conditions, for individual and volley firing, marching, cycling, etc. To the battalion prize fund the inhabitants of the city generously contribute annually valuable prizes in kind to be competed for. The average figure of merit of the battalion is 124, while there are 468 marksmen in the battalion. The best shooting company is C, whose figure of merit is 141, and consequently holds the Duke of Portland's Challenge Vase. The best shot in the regiment is Lieutenant Clinch, and the second best Quartermaster-Sergeant Comery.

COLONEL HARDY.

The second in command.

In the matter of National Rifle Association successes at Wimbledon and Bisley, the Robin Hoods won the Belgian Challenge Cup in 1874, 1877, and 1879, and the China Cup in 1873. Of individual performances, the chief are the Silver Medal in the Queen's Prize, by Private J. Mayfield, in 1871; the Grand Aggregate, by Corporal T. Loach, in 1885; and the All Comers' Aggregate, by Quartermaster-Sergeant Comery, in 1900.

Members of the Robin Hoods have, on various occasions, been chosen to do battle for England in the match for the National Challenge Trophy, those selected being Private J. Mayfield, 1872, 1873, and 1874; Sergeant H. Davis, 1876, 1877, 1878, and 1879; Corporal T. Loach, 1885 and 1886; Quartermaster-Sergeant Comery, 1900, 1901, and 1902. Since the opening of the new range at Trent the Robin Hoods have been very successful in match-shooting, having been victorious on the last twelve successive occasions, and defeated the 4th Nottinghamshire, 1st Derbyshire, 2nd Manchester, and the Queen's Westminsters.

The regiment has been in camp for twenty successive years, and last year it was at Salisbury Plain, where excellent arrangements were made for its comfort by the quartermasters, Captain Gisborne and Captain Poole. The inspection of the battalion took place here, and received a very satisfactory report from the inspecting officer. The battalion will probably go into camp at the seaside this year, and not join the North Midland Brigade in camp, of which it forms a unit. From first to last upwards of 12,000 men have passed through the ranks of the corps, and have been thoroughly drilled and taught the use of the rifle.

On the outbreak of the war in South Africa, the Robin Hoods were most eager to take their full share when Volunteers were called for. The necessary number of officers, non-commissioned officers, and men were at once forthcoming, while the remainder of the battalion volunteered to a man for garrison duty anywhere. Of the contingent

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THE ROBIN HOODS.

In camp at Great Yarmouth.

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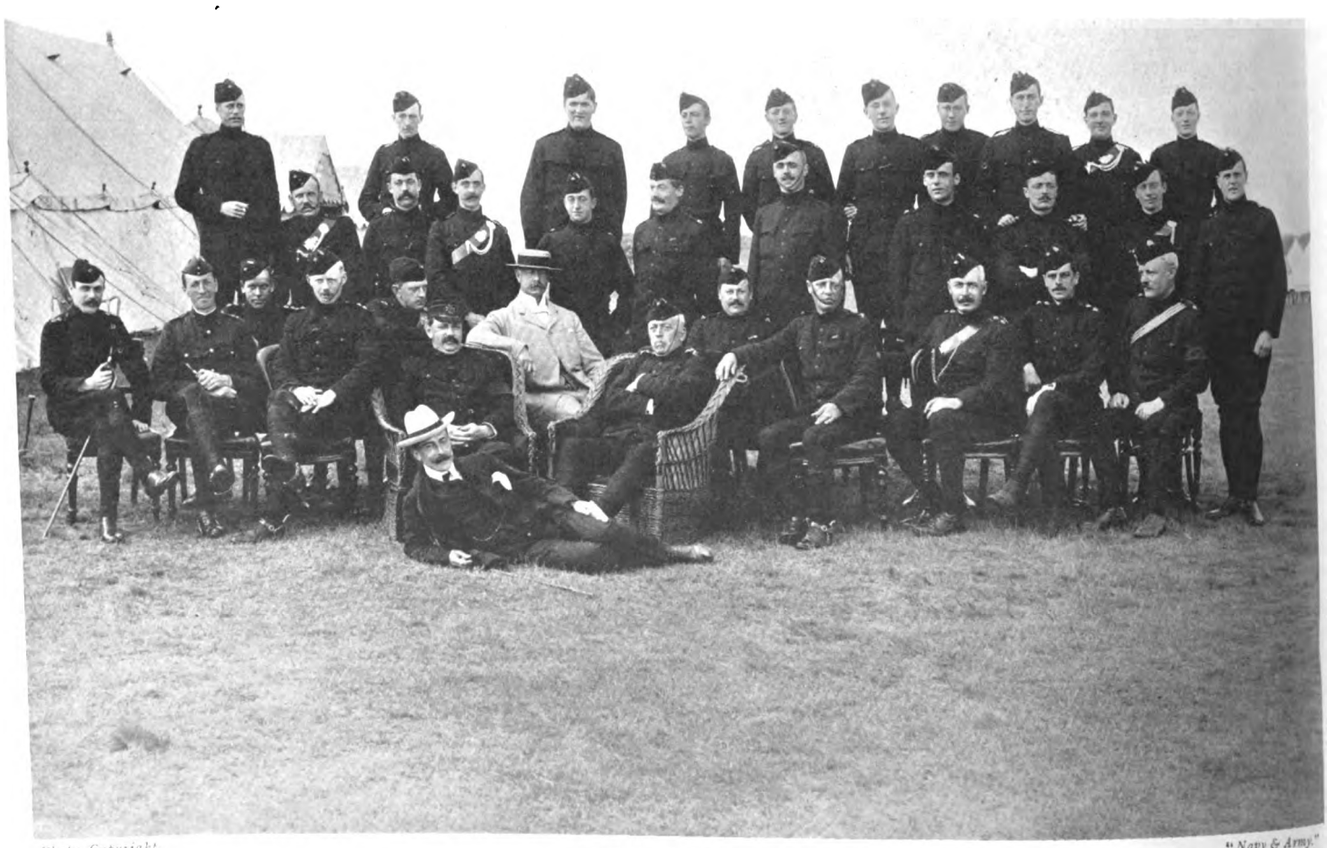
who went out and did such good service for their country, four died of wounds and disease. The rest returned safely home, after having nobly upheld the honour and credit of the Robin Hoods, and one of them—Sergeant C. O. Hickinbottom—having been mentioned in despatches, received the Distinguished Conduct Medal.

At the annual distribution of prizes, which took place in the Albert Hall, Nottingham, and which was the 40th in the annals of the regiment, Colonel Cantrell-Hubbersty, in the course of his speech, remarked "they would recollect that upon the last occasion their brave soldiers were still engaged in South Africa in their efforts to reduce the enemies of the King to a state of submission, and the contingent of Robin Hoods was most gallantly aiding them in their endeavour to do so. Now all this was happily changed, and they were enjoying the blessings of peace, but in the pleasures they were experiencing they did not fail to recollect that their successes had not been accomplished without much sorrow and many privations. He was convinced that the sympathies of all were extended to those in bereavement, those who were mourning the loss of relatives and friends, and to the Robin Hoods who laid down their lives in the faithful discharge of their duty to their King and country. He thought that it would be a source of comfort and consolation to their representatives to know that a memorial was to be erected to commemorate those splendid services. The expense of the memorial had been most generously undertaken by Mr. Birkin of Ruddington Grange, and the city and county of Nottingham were very greatly indebted to him for his thoughtful consideration. In order to further perpetuate the memory of the Robin Hoods they were placing a tablet in St. Mary's Church, Nottingham, to commemorate their gallant and patriotic services." Colonel Cantrell-Hubbersty, in speaking of the progress of the regiment said, "Another event of considerable importance had been the removal of the headquarters to the new position on the Derby Road. For this pleasant change they were indebted to the City Council, and they were also grateful to them for the many acts of kindness and consideration which they at all times extended to the regiment. It was their ambition, when funds would allow, to erect a building in every way suitable to the requirements of the two battalions, and one which would form an architectural addition to the city. During the year they had pursued the path of steady progress upon which it was necessary to proceed if they were to continue their efficiency and maintain that consistent improvement which it had always been their aim to achieve. But in all their efforts they had experienced a difficulty which taxed their patience and perseverance, but which was not insurmountable. They had received the largest number of resignations of both officers and men it had ever been his lot to experience. Had his advice been followed, they would have realised, as others had done who stuck to their colours, that these new regulations could be followed without creating more than a minimum amount of extra labour, and without unduly interfering with civil employment.

Major-General Sir Alfred Turner, one of the ten inspectors-general, in addressing the regiment on the same occasion, alluded "to the men of Nottingham, who, in spite of their mild and peaceful appellation of 'lambs,' had always been a fighting race from the middle of the twelfth century, when the gallant band of Robin Hoods, with Little John, Friar Tuck, Will Scarlet, and a hundred archers, held sway in Sherwood Forest. Not only did that battalion bear the name of the gallant chief, but the spirit of the old Sherwood forester had been reincarnated in the persons of its members."

It is worthy of note that owing to the efforts of Staff-Sergeant Briscoe and Armourer-Sergeants Bartlett and Loach a sum of £2,222 was collected in aid of the dependants of the city Reservists, truly a wonderful and highly creditable achievement.

The fame of this fine corps extends far and wide, for it is highly doubtful if there is another in the kingdom that can come up to it. Well officered, with first-rate, keen, and energetic non-commissioned officers, recruited from men of the right stamp and physique, it is typical of what a Volunteer regiment should be. And, lastly, supported by the Corporation and the inhabitants in the generous way it always has been, no wonder the regiment thrives and holds so proud a name and position—a position *nulli secundus*, and a name which all ranks guard jealously, from the colonel down to the latest-joined recruit.



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THE OFFICERS.

Reading from left to right the names are—Back row: Lieut. Lee, Lieut. Barnsdale, Lieut. Woodward, Lieut. Morris, Capt. Wright, Capt. Marshall, Lieut. Hina, Lieut. Shipworth, Lieut. Molyneux, and Capt. L. O. Wright. Second row: Major Blackburn, Lieut. O. Hind, Lieut. Spalding, Lieut. Elder, Quartermaster Poole, Lieut. Rook, Capt. Clyde Miller, Capt. Turney, Lieut. Clinch, and Capt. Butter. Front row: Major Birkin, Capt. Colville, Capt. Rayner, Capt. Foyntz, Capt. F. Hardy, Rev. H. T. Hayman, Col. R. Hardy, Col. Wright, Lieut.-Col. A. W. Brewill, Lieut.-Col. Pratt, Capt. Hooley, Capt. Ashworth, and Surgeon-Lieut. Roberts. Seated on ground: Capt. Baily.

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AMBULANCE WORK IN THE FORCES.

Photo. Copyright. Ellis.

A NAVAL STRETCHER PARTY.

Conveying a wounded man to the hospital base during manœuvres.

Photo. Copyright. Crockett

A MARINE STRETCHER PARTY.

Binding up a fractured leg, in the course of a series of "first aid" drills.

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THE NAVIES AND ARMIES OF THE WORLD. . . .

A WEEKLY CAUSERIE BY DAVID HANNAY.

HERE is a most extraordinary passage—extraordinary in itself, and for the utter want of attention paid to it—in Mr. Brodrick's speech in the House of Commons on Mr. Pirie's motion. It will be found, together with many other interesting things, in the *Times* of March 12 on page 8. But to save trouble in making references I quote it entire. Mr. Brodrick was illustrating the difficulty of bringing to court-martial an officer whom his superiors think it better to remove, and he said: "Let me take a case that came before me not very long ago of a man who had failed—who had given orders in the field which lost him the confidence of those immediately under him. The colonel reported that he could not give him even the power of orders over a corporal's guard in the field again. The men could not follow him. He had placed himself in a position perfectly well known in the regiment and the brigade. Lord Kitchener sent him home, and every species of appeal was made to me to rescind the verdict or give him a court-martial. *How can you try a man by court-martial for the loss of nerve? Nobody assumed he was a coward.* Nothing could have been more difficult than to frame a charge on which he could have been convicted. Were we therefore as an alternative to send him back and entrust the lives of hundreds to him?" I have put the most important words in italics, but the whole passage is astounding, and ominous of evil for the Army.

* * * *

We do not know exactly what this officer did. He seems still to be an officer, though presumably on half-pay, for we are not told that the King has dispensed with his services. Therefore it is fair to speak with reserve. Moreover, it must be allowed that there is such a thing as a pervading unfitness which renders an officer worthless, and justifies the authorities in getting rid of him before he commits a definite act of misconduct. Yet we have solid ground to go on. Observe, here is an officer who misbehaves in action. The Secretary of State for War says "in the field," and if he does not mean in action, his words are even slovenly, and are much to his discredit. The fault was so public as to be notorious to a whole brigade. The offender placed himself in a position which was notorious. Therefore there can be no question here of vague defects of character, temper, or judgment. The officer did a particular thing, and put himself in a position which lost him the confidence of the men, and also manifestly drew on him the contempt of his brother officers. Mr. Brodrick says in so many words that this thing, this action, this assumption of a notorious position, indicated loss of nerve so gross as to leave Lord Kitchener no choice but to get rid of a person who had mistaken his profession.

* * * *

In the face of this story which he himself tells, Mr. Brodrick asks how a charge was to have been framed, or rather he confidently produces the tale as an example of the difficulty of framing a charge. But he produces one in the very process of denying that it can be produced. We must accept the facts as he states them, for unless he is right, Lord Kitchener had no justification for sending the officer away. Nothing is said of his character in general; apparently no fault had been found with him till he gave orders in the field which lost him the confidence of the men, put himself in the position which was notorious, and showed that his nerve had failed. If ever there was a case in which a definable act of misconduct occurred and a charge could have been framed, it would seem that this was one. Yet Mr. Brodrick puts it before the House as an example of the difficulty of framing charges, and, what would be incredible if we had not his words before us, says that nobody assumed that the officer was a coward, and asks how you are to bring a man to court-martial for loss of nerve. And then in the presence of a Secretary of State for War propounding these unheard-of propositions, nobody in the House of Commons, no Service member vigilant for the good of the Army, no civilian member full of zeal for Imperial Defence, intervened to ask what proof of cowardice Mr. Brodrick wants better than this, that an officer loses his nerve in the field to such an extent as to cause him to give unworthy orders, and to put himself in a scandalous position to the knowledge of a whole brigade. If a display of cowardice is a reason for bringing an officer to court-martial, this officer should have been tried. If an officer is ever entitled to be heard in his own defence, this one is, for he is accused of shameful misconduct, not by name, but with circumstances which indicate him clearly to thousands who served in South Africa, and yet he has no chance of vindicating his character.

* * * *

Is cowardice such a sin that a man should be tried and punished for it? By the common consent of all Armies it is, and rightly. Rightly for the officer, because he has voluntarily undertaken to face all danger, even to the point of going to certain death in the discharge of his duty. He is not called upon not to feel the natural shrinking of human nature from death and pain; but he is bound not to yield. It is precisely because he has assumed this obligation that he claims respect. Apart from the implied readiness to look death in the face, there is little in the soldier's work which entitles it to honour. It is not very hard, requires no great intelligence, and, save that it is the protection of the State in peril, is wasteful and barren. Rightly, again, as regards the man, be he freely enlisted or a conscript, just on account of these very shrinkings of the flesh from extinction and anguish. It is best that he does not need the stimulus, but at all times and in all stages of savagery, barbarism, and civilisation, men have enforced the stern discipline which hardens the warrior. The young savage is trained by torture to endure wounds. The barbarian of the martial stamp has always slain the coward with shame. Disciplined armies do the same by the terms of their code. And what is cowardice, and what can it be except the loss of nerve which makes a man fail in the hour of need?

* * * *

Is the sinner entitled to make his open defence and to be punished by law, and in the way the law provides, or acquitted if he can show an excuse? I hold that he is, and for two reasons. First, for his own sake. Mr. Brodrick talked of the difficulty of framing a charge, though in the case he mentions and on his own showing there could have been none. But there is one thing which it is very easy to do, and that is to bring undefined charges, and act on them arbitrarily. When Mr. Brodrick's claim is closely examined, it amounts to a demand that we shall rely implicitly, not only on the desire of superior officers to be just, but on the infallibility of their judgment. With all due respect for these gentlemen, this is too much. A Commander-in-Chief must act on the opinion of the alleged offender's immediate superiors. If he does not, but hears the defence of the accused officer, and tests the evidence, then he constitutes himself into a kind of irregular court-martial which keeps no records, acts on no rules, and decides by the mere arbitrary will and pleasure of a man who is not checked by the necessity for giving proofs. A more slovenly line of action could not well be imagined, or one which opens the door wider to honest error, and to prejudice or spite.

* * * *

Then in the public interest there should be a court-martial, because it makes an example and sets up a standard. So long as we have these summary decisions in the dark there must be doubts, disputes, insinuations, and appeals to the gallery. Besides, there is to be considered the influence of a signal example. So long as misconduct brings only removal, to be followed, perhaps, by rehabilitation, there will always be the lurking and poisonous conviction that, after all, the worst to be feared is not so very bad.

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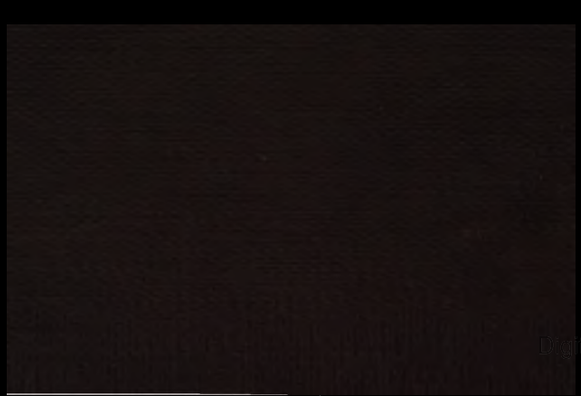

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